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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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EXCESSIVE TERMINAL CHARGES AT BUFFALO.

G. W. Aldridge, superintendent of public works, New York, in his annual report, places the expenditures of his department for ordinary repairs and operating expenses for the year at $863,092.46. The number of boats which navigated the Erie canal during the last season was 2,332, of which 1,117 carried grain.

Supt. Aldridge says the season did not prove a prosperous one for boatmen, and that rates were so unusually low that many individual boatmen preferred to tie up their boats rather than operate them at prevailing prices. He instances as reasons, the rapid deterioration of the canals during the last several years previous to the beginning of the general improvement work; to the little or no improvement which has been made in the adaption of canal-boats and methods of traction on the canals during the last forty years, and to the excessive terminal charges in the harbors of Buffalo and New York.

Supt. Aldridge deals with the latter question at length, and charges the so-called elevator combine with being responsible for the failure of the state to reap the benefits commercially which it was expected would ensue as a result of abandonment of the toll system. He refers to the various propositions which have been made in the past, to combat the evil, and deals with the subject of state elevators in New York and Buffalo harbors. On this subject he says: "While I am not prepared to go to the extent of advocating a scheme whereby the state shall enter the field as an active competitor of the elevator trust, I believe the abuses of the so-called combine have reached such a point in their effect upon our commercial interests that the state will be justified in taking extreme measures to render a continuance of the abuses impossible."

To correct the abuse practiced by the combine he recommends that the legislature amend the law of 1888, so that the state, through the canal board, on the recommendation of the superintendent of public works, shall have authority to fix the terminal charges which shall be levied or collected by elevator and storage companies. "I believe this would be a better solution of the problem," says the report, "than for the state to undertake on its own account the construction and maintenanace of elevators to be operated at Buffalo and New York."

On Feb. 23 a very important hearing will be held by the ways and means committee of the assembly on a bill authorizing the state superintendent of public works to seize three elevators in Buffalo and three in New York and to appropriate them for state uses.

Mr. Hill regards the bill as involving serious constitutional questions and has notified Buffalo people to be present at the final hearing.

"SOO" RIVER PRIVATE LIGHTS.

Pilot Joseph Rouleau as well as Capt. Leo Bernard state that they will not keep their private lights burning in the "Soo" river next season unless a proper system of compensation is brought about. The Sault Ste. Marie News of the 12th inst. contains quite a lengthy article on this subject from which it appears there has been more or less neglect by vesselowners in recognizing the services of the men who keep the private lights in order so that the river may be piloted at night.

A LARGE QUANTITY OF GRAIN.

The stocks of grain in Chicago elevators on last Saturday evening were 11,220,000 bushels of wheat, 22,050,000 bushels of corn, 1,453,000 bushels of oats, 862,000 bushels of rye, and 779,000 bushels of barley. Total 36,364,000 bushels of all kinds of grain, against 29,318,000 bushels a year ago. For the same date the Secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 35,634,000 bushels of wheat, 38,572,000 bushels of corn, 14,012,000 bushels of oats, 3,948,000 bushels of rye, and 2,668,000 bushels of barley. These figures are smaller than the corresponding ones of a week ago by 330,000 bushels in wheat, 933,000 bushels in corn, and 754,000 bushels in oats. The visible supply of wheat for the corresponding week of a year ago decreased 1,227,000 bushels.

GRAVING AND FLOATING DRY DOCKS.

Here is the first instance on record of the use of a floating dock. In the time of Peter the Great, the captain of a British ship, finding that his vessel in Cronstadt Harbor was in want of docking, and that owing to the absence of tide in the Baltic Sea, the then orthodox method was impracticable, obtained a hulk named the Camel, completely removed the whole of her deck and internal work, and cut off one end and fitted it with a gate. He then berthed his ship inside the hollow hull of the Camel, closed the gate and pumped the water from the interior. The almost tideless shores of the United States, says Mr. Sidney F. Staples in Cassier's Magazine, may be termed the nursery of the floating dock, and even to this day we find that there are twenty-three floating docks in the port of New York, and only five graving docks. Another natural feature favoring the growth of these docks in America is the extreme difficulty experienced in many ports in obtaining a good foundation for a graving dock; floating docks are quite independent of such considerations. A true floating dock may be described as a structure which utilises its displacement for lifting a ship so much above its normal draught line as to bring the keel above the level of the water's surface. In the case of a graving dock the water is taken away from the ship, and in the case of a floating dock the ship is taken away from the water.

OLD WRECK OF THE STEAMER WINNIPEG.

Major Clinton B. Sears, Corps of Engineers, U. S. A., is considering the matter of raising the bones of the old steamer Winnipeg, which lie in shallow water at the bottom of Duluth harbor, not far from Minnesota Point and not more than half a mile from the ship canal. Every man that navigates the harbor knows well where the sunken hulk lies. Sail boats especially have found the wreck of the Winnipeg an obstruction. The wreck is out of the course of large boats. It lies in the path of government improvement and will have to be removed. Old settlers of Duluth often recall the fate of the vessel.

The steamer Winnipeg, of the Collingwood line, arrived at the Northern Pacific dock shortly after midnight of the morning of July 19, 1881, after a race up the lake with the steamer Manitoba. At least it was understood at the time that the boats had raced to Duluth. The Winnepeg had a large number of passengers on board, 18 horses and more than 100 tons of merchandise in bond. About 4 o'clock of the morning the Winnipeg arrived she was destroyed by fire. Four men and a boy and the 18 head of horses lost their lives. The merchandise in the hull went down when the boat had burned to the water's edge. The origin of the fire was never fully explained.

The passengers were all asleep, but were got ashore in their night clothes. A number of them became excited and jumped overboard. The loss of human life was confined, however, to the members of the crew. A fireman named Joseph Smith obeyed orders and went into the hold to fight the fire and was lost. James Branscomb, the head waiter, was lost, as was also the second porter, William Harvey, and a pantry man whose name was unknown.

F. W. Wheeler, of Bay City, purchased the sunken hulk of the Winnipeg from the underwriters and he in turn sold it to Capt. J. D. Howard and Con Flynn, of Duluth. Capt. Joseph D. Lloyd then purchased it. The last time the remains of the burnt boat and cargo changed hands was in 1882, when Capt. Lloyd came in possession of it. He paid $5,000 for it on a speculation and after spending $4,000 or $5,000 more in trying to raise the cargo he apparently decided that the speculation had gone far enough.

The steamer contained 62 barrels of whiskey, each barrel containing 60 gallons. The whiskey was ten years old at the time of the fire and is now going on 27 years of age. In 1887 Capt. Lloyd undertook to raise the hulk and did make a partial success of the job. Four or five barrels of whiskey were procured and evidence was obtained that three others had been destroyed by fire. There are still upward of 50 barrels, or more than 3,000 gallons of whiskey in the sunken boat.

The whiskey was en route from Owen Sound to Winnipeg in bond at the time of the loss of the steamer. There is a tradition that the liquor was of exceptionally fine quality and the people that sampled the liquor that was taken out ten years ago agree that "it was just like oil." It is expected that the greater part of the liquor was saved from fire, as it was all under a great quantity of general merchandise with the exception of eight or ten barrels.

JUDGE ANDREW KIRKPATRICK, Trenton, N. J., rendered a decision in the United States court dissolving the temporary injunction granted by himself sometime ago restraining Internal Revenue Collector Moffett, of Camden, from removing three Democratic deputies. Judge Kirkpatrick in his decision, says there is nothing in the civil service act prohibiting the removal of men except a prohibition of a removal of men refusing to contribute for campaign purposes. He holds that there are no vested rights in public offices and an equity court is without jurisdiction to prevent the removal of persons in the classified service.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

The Dunham Towing & Wrecking Co. towed the steamer City of Paris to the Minnesota elevator to load grain.

At the Independent Tug Line's floating dry dock their tug C. M. Charnley is in for new shoes and general repairs.

Capt. Dan Mallory, of the steamer G. G. Hadley, owned at this port, has handed in his resignation as master of that steamer.

John Corrigan, vessel owner of Cleveland, was here Tuesday looking after the repairs to be done on his steamer Aurora in dry dock.

The steamer Aurora is in one of Miller Bros.' docks receiving repairs to a broken shoe, also repairs to her stern-post and two new blades on her propeller.

The steamer Merida loaded 163,500 bushels of No. 2 corn at the Calumet elevator, South Chicago, on Monday. She was chartered by C. W. Elphicke & Co.

The Independent Tug Line towed the barge Abyssinia to Armour's elevator C, the steamer Sachem to the Santa Fe elevator to load grain, the schooner Alice to J. W. Bates & Co's. shipyard for repairs.

In consequence of a typographical error in my last week's letter, Capt. Jas. R. Lincoln was quoted as general manager of the Dunham Towing & Wrecking Co. at this port. It should of been James R. Sinclair.

Frank Rann with his wrecking steamer, Two Henrys, assisted by Geo. Burns, is raising the tugs E. P. Ferry and M. Shields which sunk in Chicago river near Erie St. bridge about two weeks after the severe snow storm which gave each of them too much of a deck load for their stability.

At the Chicago Ship Building Co's. shipyard the steamer Mariposa was docked to receive some new bottom plates and frames. The barge Tasmania is in dock for bottom calking. She has received a new deck and steel cord all around. The steamer Dahlia is also in dock having her bottom cleaned and painted.

A dispatch from Benton Harbor, Mich., announces the organizaton of the O'Connor Transportation Co., with a capital of $50,000 to operate a line of passenger and freight steamers between that port and Chicago the coming season. The incorporators are Peter J. O'Connor, Hugh O'Connor, P. O'Connor, Jr. and Norman W. Gifford, of Chicago, and Roscoe D. Farmer, of Benton Harbor.

Daniel H. Robertson, corresponding secretary of Chicago No. 4 Lodge, M.E.B.A., received a very pleasing communication from Frank A. Jones, of San Francisco, Cal., Lodge 35, M.E.B.A., national vice-Pres., thanking him and brother members of the M.E.B.A. for the cordial reception and entertainment accorded him when passing through Chicago on their way home from the Association's convention at Washington. On his arrival at Chicago a delegation met him at the railway depot and escorted him to the Sherman House, where he was entertained by Bros. Thos. F. Dowd, D. H. Robertson, E. T. Gould, John Connelly, Thos. Hunter, John Driscoll, Ed. Comiskey, John Reif, Wm. McKinley, Frank White, Chas. Van Every and C. Hawthorne of Chicago, J. Cumming, of Muskegon, Wm. Donovan of Cleveland, and J. Aozus, of Toledo.

The River and Harbor Committee of the U. S. House of Represenatives will arrive here from Washington on Sunday night and will on Monday be taken up the Chicago river on a tour of inspection, accompanied by Major Marshall, Corps of Engineers, U. S. A., U. S. engineer for this district, the president and secretary and executive committee of the Chicago River Improvement Association, Mayor Harrison, Commissioner of Public Works L. McGaun, City Engineer Erricson, Martin B. Madden and others. On Tuesday they will be taken through the river tunnels also to 16th street and vicinity where the interests antagonistic to the River Improvement Association's scheme proposing a canal to be cut from Lake Michigan to the south branch of the river, and to the drainage canal. Wednesday evening they will attend a banquet and celebration to be held in honor of Washington's birthday, at the Union League Club. The committee while in Chicago will not attend any meetings to discuss matters connected with the river pro or con, but will look the ground over for their information and guidance in the future. Capt. J. S. Dunham, president of the Chicago River Improvement Association, left here Wednesday for Washington, to return with the committee to Chicago on Sunday.

PORT HURON.

Special Correspondence to the Marine Record.

Capt. Peter Ekbest and William Beresford spent Monday in Marine City.

The lake is entirely free of ice as far as the eye can see, with very mild weather prevailing.

Capt. Tanner Moore has the tug F. H. Stanwood in serv. ice and is doing considerable work here and at Sarnia, Ont-

Ranson Holland, speaking of gold mines says: "A gold mine is a hole in the ground and the proprietor is a liar."

W. L. Jenks will attempt to organize a company in Port Huron for the building of one or two of Brown's wrecking devices.

The Wolverine Dry Dock Co. have just completed the fifth life-boat for the government life-saving service. Five more boats are yet to be built.

There is quite a lot of men going to the Klondike from here, but of the lot not one of them is a sailor. The walk back after they are busted is too much for the "flatfoot."

Del Alverson has been confined to the house for the past two weeks with a serious attack of erysipelas in the face. He is much better and was able to get out on Thursday.

Capt. W. E. Rice is authority for the statement that all of the vesselowners in Port Huron will enter the lumber carriers' association which is about to be formed.

A telegram received from Alpena announced the death of Mrs. Capt. James Putnam. Capt. Putnam was a former resident of this city, and his many friends extend their sympathy to him in his bereavement.

Nomer Staley, of Marine City, says there is a large amount of oak yet standing in St. Clair county, suitable for shipbuilding. One day this week he secured a stick 42 feet long, which scaled 3,780 feet of lumber.

Fifty shipmasters and their wives, on Monday night, engaged a fiddler and purchased a quantity of oysters and drove down to Capt. Fred. Miner's, near Marysville. All report a pleasant time. Dancing was a feature of the evening's entertainment.

The piles of the center pier of the new Tenth street bridge have all been driven, and the contractors say that the construction of the bridge will be pushed rapidly from this time. A large number of men are employed on the work.

Frank Van Liew, United States inspector of boilers at this port, has the Alaskan gold fever. He talks some of joining a party of prospectors. Frank's many friends laugh at the idea of him going to Alaska gold fields. A person has to work and it is a well-known fact that hardships and Frank have fallen out.

One of the cases to be tried in the circuit court next week is that of Capt. F. I. Meryman vs. the Hall Dredge Co. While the dredging operations in Black river were in progress last summer Mr. Meryman acted as government inspector. One morning he came on duty a few minutes before it was time to go to work. While sitting in front of the boiler the safety plug over the fire box blew out. A large amount of hot water and steam escaped and Mr. Meryman was thrown 20 feet, scalded about the face and body, and it was several weeks before he was able to be around again. He claims that he was permanently injured and asks for $10,000 damages.

The schooner John Rice, which has been lying in Black river since the close of navigation, was sold at public auction on Thursday afternoon by Deputy United States Marshall Bernatz, to satisfy a claim of $40 held by a Buffalo groceryman. The marshal received eight bids for the boat, but was finally obliged to declare it sold for $75 to Capt. Buckley, of Detroit. Capt. Michael J. Young, the owner of the boat, said to The Times: "I have sailed the lakes since I was a boy and this is the first disagreeable experience I have ever met with. Last fall when I quit sailing I found I was indebted to a man in Buffalo for $40. I tried my best to raise the money, but was unable to do so. It is pretty hard to lose a boat worth from $600 to $800 on account of my inability to secure a beggarly $40.

SHEBOYGAN, WIS.

Special Correspondence to the Marine Record.

We are experiencing regular winter weather here this week.

The steamer Susie Chipman is receiving a new crown sheet, new side sheets, and new legs for her boiler.

The elevator question is still talked of very strongly here, and the Sheboygan people are very confident of having the elevator of 1,000,000 bushels in the near future.

The schooner R. P. Mason and the schooner Eliza Day are receiving new jibbooms. The schooners Lydia E. Raesser and the City of Grand Haven are undergoing general repairs.

A RECORD subscriber here wishes to know whether the steamer Norman, sunk on Lake Huron three years ago through collision with the Canadian steamer Jack, was loaded or light?

The people here are very much pleased by the recent purchase of the excursion steamer Christopher Columbus by the Goodrich Transportation Co., as they expect to see the Columbus make this port occasionally the coming passenger season.

The steamer Wm. Rudolph, owned by the C. Reiss Coal Co., is undergoing general repairs at Sturgeon Bay. She will tow the schooner R. P. Mason the coming season, and has a charter for fifty trips to Sheboygan, after which she will trade to Milwaukee.

The idea of taking the old schooner Mineral State out on the lake and making a show by setting her on fire has been a good deal laughed at here this week. Capt. Straight may make an honest dollar or two out of her this season and he can keep the illumination on Lake Michigan in view for next Christmas.

Although many people claim that the Rockefeller boats are just alike, the attention is called here to the likeness of the two big steel steamers John J. McWilliams and Lagonda. Neither one is owned by the same firm, and were it not for the name it would be impossible to distinguish one from the other.

A story is told here which runs as follows: At a collision lawsuit, held on a schooner some time ago, a sailor, whose given name was Jack, was called upon by the judge to give his testimony. The lawyer, in conversing with Jack, and upon seeing that he was pretty smart, told him that he was a "combusticator." Jack in reply said: "And what's a 'combusticator'?" The lawyer in response, said: "A pretty sailor you are, don't know what a 'combusticator' is." Later on in the case the lawyer asked Jack where he was at the time of the collision. And Jack in response replied, "abaft the binnacle." Well, of course the lawyer wanted to know where "abaft the binnacle" was, when Jack, in order to get back at the lawyer, said: "A pretty lawyer you are, don't know where 'abaft the binnacle' is."

BUFFALO.

Special Correspondence to the Marine Record.

Remarkable success has characterized the organization of the so-called American Line of steamers, owned by Canadians and running between Clayton and Montreal. The line was established last season as a tri-weekly service, with two boats, the America and Empire State. So gratifying was the patronage that the management will add another steamer, the New York, now fitting out in Buffalo, with the opening of navigation. The service will be increased to daily trips.

On next Monday bids will be opened in the United States Engineer's office at Buffalo, for the dredging of the entrance to Erie harbor during the present season. The work there is of a peculiar nature, changing constantly. The channel may show eighteen or twenty feet of water for weeks or months, when a hard blow will pile the sand in a new quarter. Erie has one of the best natural harbors on the lake, but the trouble is to keep it open. Permanent improvement seems impossible under the past and present engineering plans.

The work of improving the Minnesota ore dock by the Erie Railroad Co. has already begun and promises to add materially to the ore handling industry of the port. Last season the Minnesota dock handled 341,000 tons, but the enlarged dock will enable it to work two boats at a time and already there are preparations for increasing the McMyler derricks to eight. It is promised that there will be at least 600,000 tons handled at this dock alone, and with an increased activity assured at the Rochester & Pittsburg dock for the purpose of feeding the new furnace at Punxsutawney the amount to come here will be large, especially as the managers of the Buffalo furnace also believe in this as an ore producing point.

MARINE CITY.

Special Correspondence to The Marine Record.

Capt. James Taylor will sail the Toltec.

Capt. James Leitch will sail the Abercorn again.

At Lester's shipyard there is considerable repairing going on.

Capt. David Corrin will command the steamer Aztec this season.

Capt. John Atwell is the father of twins. Josh has a smile on.

Capt. W. Tumlen will command the steamer Schoolcraft this season.

Capt. W. Carr is appointed to the command of the steamer Kathadin this season.

Capt. H. S. Hasket, last season in the Miztec, will this season sail the Kalkaska.

The Kittie M. Forbes is receiving new decks and a general overhauling and recalking top sides, and other boats will be repaired at this yard.

Capt. Robert Leitch, who retired from sailing several years ago, and has since been president of the savings bank of this city, has withdrawn from his banking business and will hereafter have all leisure time.

Work is progressing slowly at the Anderson shipyard. They have the frames up of the new lumber barge for the Price Lumber Co. and there is some repair work going on. The steamer Jenks is receiving a general overhauling and recalking.

It is reported that the Marine Transportation Co. will divide its interests, J. Draw and M. Sicken taking the steamer Aztec and towing the two barges, consorts of the Santa Maria last season, and the other members of the company to continue business with the steamer Toltec and two barges.

Capt. Davis, owner and manager of the wooden steamer Reliable, says he will attend the Lumber Carriers' meeting at Detroit, this week, and if freights can be fixed so there will be any profits his steamer will be put in commission at the earliest opening of navigation. Capt. Davis has not appointed the officers for that steamer yet.

DETROIT.

Special Correspondence to The Marine Record.

E. J. Solon, a coal dealer at Toledo, has bought the small steamer Edward Jenks.

Engineer J. Popp last season in the City of Toledo has been promoted to first assistant of the same craft for the coming season.

There has been some talk about some of the citizens of Wyandotte forming a stock company to build and operate a large steel freight barge.

The Penberthy Injector Co. has brought suit for $10,000 damages against the Lee-Penberthy Manufacturing Co. for infringement of trade mark and illegal competition in business.

Shipbuilders are now finding it a hard matter to get steel for shipbuilding as promptly as they wish. Plate mills will not agree to deliver material in less than three months, and some of them not for six months. There is a heavy demand for steel for structural work.

J. C. Evans, of Chicago, agent for the Anchor line steamers, was at Waukegan last week looking over the harbor and investigating the docking and transfer facilities. He made a complete survey of the situation for use in a report to the company. The outer belt line runs to the harbor, so that much time and expense could be saved by transferring freight going to or coming from the west between steamer and cars at Waukegan, instead of at Chicago or South Chicago.

The big elevator pool at Buffalo is losing its grip, at least so says A. A. Parker, of Parker & Millen. "It will collapse," he said, "that is certain. There will be a reduction in the steam shoveling charges this year." Mr. Parker concluded by saying that the report that $100,000 had been raised to secure legislation against the excessive charges at Buffalo and New York is nonsense. New York people are beginning to understand what these charges mean, and are working against them.

F. A. Kirby who is interested in the project, says that the proposed ship will be about 500 feet long, 50 feet wide and 29 or 30 feet deep, and will cost in the neighborhood of $280,000, and sne will be 7,500 tons burden and will resemble the Senator in design. In depth from one to two feet larger than any other boat on the lakes. No definite steps toward the formation of the company have yet been taken, and it is extremely improbable that it will ever be organized as the project is too large for Wyandotte capital to swing through, they may want to see such a boat contracted for by other parties.

The suit of the owners of the lost steamer Florida against the owners of the propeller Roby has been on trial before Judge Swan in the United States district court for two weeks or more, but has at last been submitted. The vessels met in a fog off Presque Isle last May. Each heard and answered the other's whistles, but when they sighted each other they were close together, the Florida off her course and crossing the Roby's bow. The Florida sank soon after the collision, the Roby taking off her crew. It was contended on each side that the other vessel was running too fast for foggy weather. The Florida with cargo was valued at about $175,000, and it was to recover this sum that suit was brought against the owners of the Roby.

The Star Line is giving its steamers Idlewild and Arundel an extensive rebuild. Ever since the Idlewild was lengthened, she has been slow, but she will now make up for past slackness by being transformed into one of the fastest craft on the lakes. She ha been given feathering wheels, induced draft, and her boiler turned and moved forward, and given a general overhauling and strengthened throughout. The Arundel has been given a new pilot house and texas, new covering boards, an electric light equipment and a general strengthening all over. The Idlewild will again be the morning boat from the Flats, and the Arundel will go on the Lake Ontario route, covered by her last season.

One hundred and thirty thousand tons of lumber carrying tonnage out of a total of 192,000 tons was represented in the meeting of lake lumber vessel owners which was held at the Hotel Normandie here this week. Delegations were present from Detroit, Cleveland, Buffalo, Chicago, Port Huron, Marine City, Algonac, Alpena and Sault Ste. Marie. The object of the gathering, was to establish a uniform rate for lumber carrying and for loading and discharging cargoes. The Duluth-Tonawanda rate of $1.75 per thousand was suggested and discussed, some favoring $1.62½. It was generally agreed that the question of attempting to regulate lumber handling must be dealt with with the utmost fairness, or strained relations might ensue between the labor unions and vessel owners.

CLEVELAND.

Special Correspondence to The Marine Record.

Repairing work is being done on the whaleback in winter quarters at Ashtabula.

The steamer Castalia is docked in the Cleveland dry dock for bottom repairs, five plates are taken off. The Corrigan Line tow barge Aurania filled the dock last week.

Mr. George Uhler, National President of the Marine Engineer's Association, is making a tour of the lakes. Mr. Uhler met the local organization here on Saturday last, and continued on his trip Monday.

The increased capacity of lake vessels and the deeper channels, together with the general improved condition of trade, promise to make the freight record of 1898 the largest in the history of the great lakes.

The general opinion seems to be that nothing will be done in freight rates until March 1. Ore men says that it will take about two weeks to get the affairs of their association in shape to sell ore and it is not likely that much will be done in freights until the furnacemen place their orders.

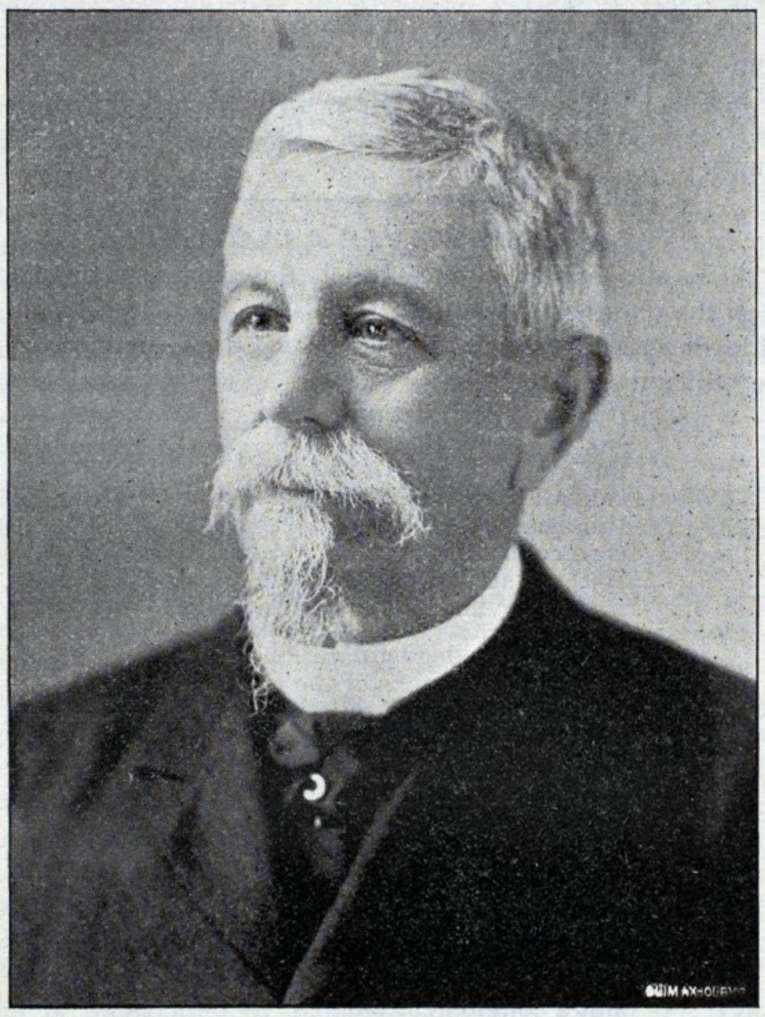
The large steel schooner building at the yards of the Globe Iron Works Co., for the Wilson Transit Co., will be launched next month, and the steamer Superior City, building for A. B. Wolvin, of Duluth, and others will be launched from the Lorain yard of the Cleveland Ship Building Co., the latter part of next month.

Capts. W. H. Singer and Inman, of Duluth, are visiting this port in the interests of their towing business. Capt. Singer, manager of the White Line Towing Co. is the hearty business-like man as of yore, and while admitting that competition has been brisk for the past year or two is satisfied to do a good living share of the work at the head of the lakes.

The ore movement this season is expected to reach about 14,000,000 tons, which is nearly two millions more than last year. The coal strike of last summer prevented shippers from forwarding as much coal as was required in the Northwest, and there is, consequently, a deficiency to to be made up as soon as navigation opens. As a result the season seems likely to start up with a big rush, although the extremely mild weather up to date has left a good supply of coal at the head of the lakes, as well as at Lake Michigan ports.

Mr. Pent Mitchell, manager of the Lake Superior Consolidated Mining Co.'s properties on the Mesaba range. Speaking of the mining business on the Mesaba, expressed the belief that the coming year is going to be a good one. Everything at present points to that, at least, and some of the companies up there are now getting in readiness to produce more ore the coming year than they did during any season since the range was opened up. The demand for Mesaba ore is going to be greater than ever.

Congressman T. E. Burton has introduced two bills, each one of which provides for the appropriation of $100,000 for



THE LATE MATT. O'BRIEN,
Supervising Inspector U. S. Steamboat Inspection Service, Tenth District, New Orleans, La.

the construction of a lighthouse tender, one for the upper lakes and the other for lakes Erie and Ontario. The bills were referred to the Committee on Rivers and Harbors. This was done to insure, if possible, favorable and immediate consideration. The new tenders are intended to take the place of the three now in service on the lakes, and which have become inadequate for the work. The new boats are contemplated to be ice crushers, so that it will not be necessary to collect the gas buoys distributed along the lake region until after the close of navigation. Mr. Burton's bills embody the ideas of the Lighthouse Board.

Local inspeetors of steamships, Capt. George DeWolf and James McGrath, were examined on Wednesday by the civil service officials. The present corps of inspectors of steam vessels is divided into three groups. One consists of those who have passed a civil service examination, another is composed of those who passed a written examination under the rules prescribed by the Treasury Department, the third includes inspectors who stood an oral test. The last group only is effected by the order to stand a written examination, and it comprises sixty-eight men. The examination as so far considered is a thorough and practical test of their fitness to hold office. It is thought that if any of the local inspectors on the lakes are endorsed it will be those in office at this port as it has always been one of the best conducted in the entire service.

The annual meeting of the Interior Yachting Ass'n. this week was attended by about twenty delegates, representing all the clubs on the lower lakes and rivers. A banquet was tendered to the visitors by Commodore George W. Gardner of the Cleveland Yacht Club. It was decided to hold the and nual regatta at Put-in-Bay during the week of July 25th next, and officers were elected as ollows: Commodore, Alex. I. McLeod, Detroit; vice-commodore, H Tracey, Toledo; rear-commodore, George T. Bliss, Erie; secretary and treasurer, Otto F. Bartels, Detroit; measurer, J. J. Hepburn, Toledo; fleet surgeon, Dr. E. E. Beeman, Cleveland; racing committee, George F. Anderson, of Sandusky, George Waite, of Toledo, John A. Rathbone, of Detroit, Edward Oberbeck and W. H. Huntington, of Cleveland; delegates to Yacht Racing Union of the Great Lakes, Ernest W. Radder, of Cleveland; F. B. Hower, of Buffalo; and Otto F. Bartels, of Detroit.

FLOTSAM, JETSAM AND LAGAN.

The Vulcan Iron Works, of Toledo, O., has issued a very handsome catalogue of steam shovels. This book is gotten up in neat form and all the engravings contained therein are reproduced from line drawings of the machines. Full descriptions are given of each machine together with the capacity, expense of operation and cost. This catalogue is well printed and somewhat of a novelty in this line of work.

Capt. Persons, keeper of the life-saving station, telephoned Alpena a day or two ago that the ice is piled up in ridges 30 feet high north of Thunder Bay Island and all the way to Gull and Round Islands. The keeper states that the ice is piled higher than at any time since he has been at the island, and that last week's storm was the most severe for some years.

Mr. Edward A. Bunker, sole agent for the Wm. Wilford Matchless Water-Proof Cloth and Societe Anonyme de Veluwe Japan Paints has moved his offices from 27 and 29 William St., New York, to 20 Broad St., New York City. This new Japa npaint gives the finest finish on any material and is pronounced as being the best covering that has ever yet been invented; further, it requires but one trial to prove its merits and durability.

After being fitted with derrick and hoisting engine the submarine boat Argonaut, now at Baltimore, is ready for actual work, and about the first of March she will go down the Chesapeake looking for sunken vessels. The first work will be a large load of pig iron sunk in deep water below the mouth of the Potomac river. After exploring the Chesapeake she will look for more valuable wrecks on the Atlantic coast, divers now being engaged. The Argonaut might find a rich field on the lakes.

While the English ship Alice A. Leigh was on a voyage to Puget Sound last year, smallpox broke out among the crew, several of whom died. As there was no shot on board with which to weight the body so as to cause it to sink to the bottom of the ocean, Captain Rookes substituted several chunks of coal, which caused an old salt to say to his mate:

"Bill, I've traveled 'round the world a good many years, but this is the first time I ever saw a man go to hell carrying his own coal with him."

But think how hard up the press reporters must be to telegraph such stuff all over the country, as was done in this case.—The Lookout Weekly Commercial News, San Francisco.

Dr. Nansen has contributed an article to the February number of McClure's magazine giving his ideas and hopes for the future of North Polar exploration. As no other man has yet got so near the pole, by 195 miles, as Dr. Nansen himself, with his companion, Johansen, everybody will be eager to read what he has to say on this subject. The article will be fully illustrated with photographs and engravings from life (most of them hitherto unpublished) by Nansen, Greely, Perry, the arctic artists, William Bradford and Albert Operti, and others.

It is singular how a newspaper item can get yanked around and made to say at times something slightly at variance with the truth. For instance, the following item from this week's Baltimore Journal of Commerce: "The steamer Rube Richards, at Boston, has been purchased by a syndicate to go to the Pacific to take service in the transportation of men and cargoes to the Klondike country. The Richards will come to Baltimore to take on coal for the trip to San Francisco. She was built at Manitowoc, Wis., in 1881, and registers 597 tons. The steamer Elihu Thompson, of Lynn, Mass., which has also been purchased for similar duty, is expected here in a few days to coal up for a trip to the Pacific. The Elihu Thompson was formerly the British steamer Pomham, built at Newcastle, England, in 1888. She registers 448 tons net." Now, relative to the Rube Richards she is lying frozen in at the port where she was built and that needless to say is at quite a distance from the "hub of the universe."

MUSKEGON AN UNSAFE PORT.

On Wednesday, C. A. Lindstrom, keeper of the light house at Port Sherman, with members of the life-saving crew, took soundings at the entrance to Muskegon harbor and reported the existence of a dangerous bar. This bar was found 200 feet outside of the piers and in a direct line with the center of the channel and extended to within 100 feet of the piers. The depth of water over it ranged from 15 to 17 feet. At the end of the south pier there is 24 feet of water, and 75 feet further out 18 feet; 125 feet out 18 feet; 200 feet out 17.6 feet; 300 feet out 17.6 feet; and 350 feet out 18 feet. In ordinary weather the harbor should be approached from the south-west, but during the prevalence of heavy weather deeply laden steamers had better keep away, as an attempt to enter from any direction will be hazardous.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

TESTING THE AUTOMATIC HOOKS FOR BOATS' DAVIT TACKLE BLOCKS.

NEW YORK, FEB. 15, 1898.

To the Editor of the Marine Record:

Members of the Board of Supervising Inspectors of Steamboats tested last week two automatic releasing devices for lowering boats, and, of course the "Standard" was found perfect in all its workings as the RECORD has taken occasion to prejudge in the past.

It was a day to test the souls of men as well as detaching devices. The standard automatic releasing hook was tried and tried, and with all they could do they could not make it fail. The boat was lowered five times and each time the hooks released and the boat cleared the ship in good style. the first time it was lowered by both falls the boat striking the water on an even keel with the ship going ahead slowly, when both ends of the boat detached automatically. The boat was hooked on again, hoisted out, the after fall played, the vessel under eight knots speed, when the forward fall was slacked off, the bow of the boat struck the water first and instantly both hooks released and the boat went clear. The boat was then lowered by slacking the after fall, the forward fall was played, the stern of the boat struck first, when both ends detached. This was while the ship was under good speed and was done to show that should either end of the boat strike first, both ends would detach, and the boat would clear. It was said that the slap of a sea hitting either end of the boat would detach it before required. This was shown to be an impossibility by lowering the boat until it was almost water borne and holding it there until it was in danger of being smashed alongside. It did not unhook until the order was given to lower away, when it unhooked and was free and clear. What took the eyes of the old sailors aboard was the certainty and ease with which the boat was hooked on. When it came alongside the men in the boat it got hold of the longyards that are rove in the bills of the hooks and led them through the shackles in the boat and hauled the hooks in and with one turn around the shank of the hooks kept them hooked until the entire weight of the boat was on the hooks. It seems to me this is a feature that should be considered the most valuable part of the device, as there are many men living to-day whose fingers have been jammed or cut off by not being able to hook on so as to get the boat up and out quickly. The Brown device was of the lever-pulling kind and did not make a good showing. It was lowered three times and detached by pulling a lever, one man in the boat operating it. It can be detached when the longyard or lever is pulled either at the davit heads or on the water. The time it was detached the boat took in considerable water which added to the weight and with the ice that formed in the apparatus the hooks could not be made to hold. It was hooked on by using the rings that are always in the bow and stern and hoisted out and secured by them. It is an old idea in a little bit different form from the many of its kind. I contend that a detaching device that can be pulled off at the davit heads or anywhere else is dangerous as it is difficult, especially at night, to see when to pull it. Then, again, in the time of excitement some one may stumble over the lever and unhook the boat by pulling the lever at the wrong time.

No report has yet been received from the board so I don't know what the result will be. I don't see how under the circumstances it can be otherwise than favorable for it was tried, and has been tried in fire, as it were. There was a chance for them to discover its defects if it had any, but to the minds of all who were outspoken it was a grand success and should be adopted. There is no more valuable part of a ship equipment, as in time of the greatest danger when her boats are to be relied on to save those on board they should be in a condition to get away from her. VERITAS.

LIGHTEST DRAFT BOAT EVER BUILT.

When Joseph Supplo, Portland, Oregon, launched for the J. Kellogg Transportation Company, the stern-wheel steamboat Chester, he wrote to the Marine Iron Works, of Chicago, the following letter:

"I have recently built and launched for the Kellogg Transportation Co., of Portland, what I believe to be the lightest draft steamboat afloat. She is 100 feet in length, 24 feet 8 inches beam, 3.6 feet depth of hold, can accommodate 50 or 60 passengers, has a cargo capacity of 75 tons, and draws, when not loaded, only 7 inches of water."

As a matter of fact, when the Chester was first launched, before the machinery and equipment, aggregating several tons, had been placed aboard, her draft was but 5½ inches.

The timbers of the Chester were selected for their lightness and durability. The planking of the bottom, which is perfectly flat, is only 1½ inches thick. This same thickness extends up to the water line, where 1-inch material joins and finishes to the deck. She settles as freight is taken on, five tons to the inch, so that 25 tons can be carried on 12 inches of water.

On the 1st of August, 1897, this "featherweight," provided with double 8x36 engines, having an ordinary fire-box boiler carrying a steam pressure of 145 pounds, propelled by a 11-foot wheel at the rate of 12 miles per hour, left her dock at Portland, passed out of the Willamette, down the Columbia and up the Cowlitz to Toledo.

Captain Turner tells an amusing incident that happened while ascending the river in the vicinity of Olequa, Wash., shortly after the Chester began her run. It seems there was a ford where vehicles were in the habit of crossing the river. One day as they were passing the ford a farmer by the name of D. B. Moore, who has a place near by, having occasion to cross the stream about that time, drove his team a short distance into the water, drew rein and hailed the man in the pilot-house. Capt. Turner, in obedience to the call, steered in to speaking distance, to learn what was wanted. Mr. Moore, appearing to be very much in earnest, called out: "I say, Captain, have you got a license to run a steamboat over a country road?"

Captain Turner, with characteristic humor, answered that his ship was provided with wheels, too, and kept on his course.

"I CALL OURSELVES A LLOYDS."

The recent decision of the Illinois Supreme Court raises anew the question, "what is a Lloyds?" Mr. Dean made a Lloyds answer for itself as follows, in an old number of the Oriflamme:

I'm not a corporation
Nor an association,
But a new thing in creation,
  I call ourselves a Lloyds.
I'm a sort of emanation
Or a concatenation,
With no settled habitation,
  And my head and tail are voids.

But I have a degustation
For the greenbacks of the nation,
Which through assimilation
  Develop into wind,
And my lungs beat Thunderation
With their constant verberation,
For this gaseous insufflation
  Of a monetary kind.

In grammatic combination
I've a plural designation,
With a singular relation,
  I'm not he, it, or she,
But a conglomeration
In sexualization,
And I'm puzzled like darnation
  To tell just what we be.

NEW CHART OF THE YUKON.

A new chart of the Yukon river has just been issued by the Coast and Geodetic Survey. This chart can be obtained at the moderate cost of 25 cents, the soundings of the river, in feet, are marked upon it, and the chart is on such a scale as to make these soundings plain to the pilot. It is printed on bond paper and therefore durable. Every Klondike miner going by way of St. Michael and the Yukon should have this chart as a part of his outfit.

SAULT STE. MARIE CANAL GATES.

There seems to be a little slowness in carrying out work on the lock gates at the "Soo" canal; as according to the Sault Ste. Marie News. "Work on the new canal guard gate is still hung up by the non-arrival of material. It will require lively work to complete the improvements undertaken by the opening of navigation. It is a question whether or not they can be finished in time."

While it is very proper to call attention to the apparent delay, yet, it is quite certain that repairs will be completed and the canal gates made ready for operation at the early opening of navigation. The engineer officer in charge will not go back on his record to save the contractors' pocket or bank account.

OBITUARY NOTICES.

Capt. William H. Wilson, of Detroit, cleared for his final destination on Monday, and all hands must hope that he has found a safe port with the best kind of anchorage.

Capt. Wilson was stricken suddenly with paralysis, October 24 last, while in command of the steel steamer William Livingstone. He was promptly taken to his home in Detroit, and at first showed signs of improvement, but during the last few weeks he grew steadily weaker until his death.

The life of this veteran sailing master has been one of constant activity. He was born May 21, 1837, at Hull, England. When a lad of 9 years his mother died, and the boy had his first experience as a sailor on a vessel his father was master of. For two years he was a companion of his father on his voyages, and when at the age of 11 years young William came to the United States to make a place for himself in the world, his love for the water was not diminished by his experience in Detroit as a ship carpenter.

Then the young man desired to emulate his father's example, and he became master of the schooner Evening Star. Later he purchased a part interest in, and became the captain of the schooner Mary Hattie.

Several years ago Capt. Wilson was selected to take charge of the steamer Iron City, of the Parker & Millen fleet, which he sailed until eight years ago, when he became captain of the steamer Wm. Livingstone, upon which he sailed until compelled to lay up through sickness.

There were but few masters on the lakes more deservedly popular for sterling qualities and business integrity than Capt. Wilson, and few men were more prompt and brave in time of danger. He was, withal, modest and a agreeable shipmate.

Deceased was a member of Ashlar Lodge No. 91, F. and A. M., active in the A. O. U. W., and a member of Immanuel Presbyterian Church. He leaves a widow and four children, Edward, Thomas, Annie and Grace. His father, Capt. Henry Wilson, also a sailor on the lakes for many years, resides on Twelfth street, Detroit. He is 94 years of age.

The funeral occurred Thursday afternoon at 2 o'clock from Immanuel Presbyterian Church under Masonic auspices.

Capt. Milo Roberts, who passed away last month at Grove City, Fla., was born June 4, 1839, at Madison, Lake county, Ohio, and was master of various vessels sailing the lakes for 18 years. In the spring of 1874 Capt. Roberts, then master of the schooner William Young, defended his crew by the use of firearms against other unruly seamen, and it was partly this experience which caused him to leave the lake trade and go south.

About seven years ago Capt. Roberts settled in Grove City and with the exception of a short time during which he was in charge of the schooner Lizzie M. Eells made that place his home. He was quiet and unassuming in his life but was well liked by all who counted themselves his friends, and who were best fitted to appreciate his sterling qualities and to feel his loss most deeply. Capt. Roberts was a member of the I. O. O. F. and stood high in the order.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.
Buffalo	1,119.000	1,773.000	110.000	50,000	552.000
Chicago	9,725.000	15,834.000	1,221,000	773.000	686.000
Detroit	127.000	16,000	3,000	19.000	11,000
Duluth and Superior	2,483,000	2,181,000	1,880,000	1,185,000	592.000
Milwaukee	130,000	123,000	108.000	40.000	84,000
Montreal	89,000	60,000	693,000	35.000	45.000
Oswego	.....	.....	.....	.....	10,000
Toledo	259 000	469.000	320,000	40,000	.....
Toronto	42.000	.....	14,000	.....	20,000
On Canal	.....	.....	46,000	.....	.....
On Mississippi	.....	.....	.....	.....	.....
Grand Total	35,634,000	38,572,000	14,012,000	3.948,000	2,668,000
Corresponding Date, 189?	46,658,000	24,394,000	13,494,000	3,901,000	3,382,000
Decrease	388,000	933,000	754,000	.....	5,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

There are forty candidates for the position of supervising inspector of steam vessels for the 10th district, with headquarters at New Orleans, made vacant by the death of Matt. O'Brien.

SHIPBUILDING, TRANSPORTATION, COMMERCE.

(TREASURY DEPARTMENT REPORT.)

Secretary Gage, in transmitting to Congress a report on statistics of lake commerce, prepared by Prof. George G. Tunell, of Chicago, under the direction of the bureau of statistics, urges the expediency of making this commerce a subject of annual record and investigation.

"Statistics of railway transportation have become a recognized branch of the government statistical service," says the S cretary of the Treasu y, "but the necessary complement of the movement of merchandise on lakes, rivers, and canals has been neglected. Compared with the shipping tonnage employed in the foreign commerce of the United States the activity of the lake shipping is far greater. The bulk of transactions in the lake carrying interest is so large as to rank it among the great conveyors of the world.

"The concentration upon a small number of commodities, as well as in a few companies, appears to make statistical records comparatively simple. On the important economic influences of this trade I need not dwell. They are of vital importance in feeding the domestic industries and in permitting a further extension of American commercial interests in the foreign markets. These influences are becoming stronger each year, and I believe the time has come when they should be made subject to official record, in order that they be intelligently studied and directed so as to produce the highest benefits to the industrial and commercial interests of the United States."

Mr. Tunell's report has been made to the Bureau of Statistics of the Treasury Department. Sometimes a not very accurate idea is conveyed because of the fragmentary nature of the statements made when taking excerpts from important commercial statistical data, and this article, while only a brief synopsis of a portion of the report submitted to Congress, may perhaps give some idea of the exhaustive review collaborated by Mr. Tunell on the subject of lake commerce, or at least until the full text is published by authority of Congress.

"Many circumstances have recently directed attention to the transportation facilities of the Great Lakes," says Mr. Tunell, "the rapid growth of traffic, increasing size of vessels, rapidity with which ships are loaded and unloaded have interested the curious, while the vital significance of cheap carriage to the mining, farming and lumbering interests compels careful consideration of the question of lake shipping.

"Growth of the lake fleet is the most satisfactory evidence of the growth of traffic upon the Great Lakes, and the statistics of tonnage from the yaar 1868 are such that their accuracy cannot be impugned. According to the chart prepared with the report, it appears that from 1868 to 1872 the lake fleet did not quite maintain its own, and then made rapid gains until 1875, when the total tonnage stood at 587,264 tons. From this high point the tonnage steadily declined until 1879, when it stood at 552,602 tons. Next year the tonnage increased to 557,942 tons, and during the next two years jumped to 648,815 tons. There was a slow increase until 1886, when it was 690,359 tons. About this time the new era in lake transportation began; the long stupor that had come over the lake carriers was broken and lake transportation was transformed from an antiquated to a modern industry. Since 1886 tonnage on the lakes has almost doubled, large accessions having been made yearly with the exception of 1894 and 1895.

"In 1868 the average size of the sailing vessel on the lake was 158 gross tons; in 1870 it was 156 tons; a decade later it had increased to 209 tons; and two decades later to 258 tons, while in 1897 the average tonnage was 336 tons. Steamers increased in size even more rapidly. In 1868 their average gross tonnage was 231, and in 1870 it was 223 tons. In 1880 it was 228. The following decade witnessed a rapid increase, and in 1890 it was 427 gross tons. There was a further increase during the succeeding seven years, and in 1897 the average gross tonnage of the lake steamers had reached 551 tons, or two and a half times what it was in 1870. On June 30, 1897, the gross tonnage of the steel vessels aggregated 486,291 tons, or more than one-half of the total of wooden tonnage. The low price of steel being favorable to steel construction.

"Another conspicuous feature of the history of the lake fleet is the rapid substitution of steam for sails as a motive power. In 1868 there were 624 steam vessels and 1,855 sailing vessels. Since 1884 steam tonnage has increased with great rapidity. Sailing vessels have also largely disappeared from the lower lakes. More of them remain on Lake Michigan than on any other lake.

"In 1896 the tonnage cleared from all the collection districts on the chain of lakes was 53,265,572, a gain of 28,237,855, or 112.8 per cent. over 1889. Commerce on the lakes more than doubled in seven years. In 1897 the movement of iron ore from the Lake Superior region surpassed all records and probably exceeded 10,000,000 net tons.

"Articles constituting the bulk of the commerce moved are the crude products of the extractive industries. Mines, forests, and the grain fields of the territory about the Great Lakes are the sources in which the mass of the traffic originates. Local traffic on the Great Lakes is comparatively insignificant. Nearly the whole of the commerce moved is carried from one end of the lake system to the other. About four-fifths of the iron ore mined in the Lake Superior region is transported to Lake Erie ports, and nearly all the remainder is taken to Chicago and Milwaukee.

"In earlier years commerce passing through the Detroit river was very nearly equal to the total movement on the lakes, and thus pretty accurately reflected the development of the commerce of the whole system. In recent years business between Lake Michigan and Lake Superior ports has largely increased, with the result that the commerce through the Detroit river is not now so good an index of the whole movement on the lakes as formerly.

"The traffic on the lower lakes (Erie and Ontario) is pretty accurately reflected by the movement of goods through the Detroit river. The local business on the lakes is comparatively insignificant. In 1889 there was a total goods movement through the river in American vessels of 19,717,860 tons, while in 1896 it had increased to 27,900,520 tons.

"Just as the Detroit river furnishes the statistical key to the traffic on the lower lakes, so the St. Mary's Falls canal supplies a key to the commerce of the Lake Superior division of the lake system. In 1881 the freight tonnage passing through the "Soo" was 1,567,741. It increased to 7,516,022 in 1889, and in 1896 to 16,239,061. No record was kept of the cargo tonnage until June, 1881. The growth of tonnage passing through St. Mary's Falls canal is in striking contrast with the slow increase through the Detroit river. This has been due for the most part to the development of the iron mines of the Lake Superior region during the last 15 years. In 1880 but 677,000 net tons of iron ore were moved out of Lake Superior. About four-fifths of the iron ore mined in the Lake Superior region is transported to Lake Erie ports, and nearly the whole of the remaining fifth is taken to Milwaukee and Chicago. The shipments for the year 1896 amounted to 9,934,446 gross tons. Of this amount 8,026,432 tons were received at the Lake Erie ports. During the season of 1897 all records were surpassed and the movement probably exceeded 10,000,000 net tons. Nearly all the grain and flour moved on Lake Superior is shipped from Duluth, West Superior and Ashland, at the extreme western end of the lake, to Buffalo, at the extreme eastern end of Lake Erie, or a distance of approximately 1,000 statute miles. The bulk of the grain and flour and other mill products transported on Lake Michigan orignates in Chicago and Milwaukee, at the southern end of the lake, and is transported to Buffalo at the other end of the lake system. Lumber also is for the most part long-distance freight. The west-bound traffic consists almost entirely of coal. It is shipped mainly from the Lake Erie ports and carried to ports at the far ends of Lakes Michigan and Superior. The growth of commerce on the other division of the Great Lakes, which is formed by Lakes Michigan, Huron and St. Clair, cannot be set forth even approximately. The traffic through the Detroit river conveys some idea of the development of the business of this group, but not a very good one. This is the case because the local traffic upon Lake Michigan is too large to be ignored, and because there is now a large movement of iron ore and lumber from the ports of Lake Superior to those of Lake Michigan.

"Another of the conspicuous features of lake transportation is the great preponderance of east-bound over west-bound tonnage. In 1890 the total east-bound traffic through the Detroit river in American vessels was 15,670,156 net tons and west-bound 6,060,757. This excess is still more characteristic of the traffic passing through St. Mary's Falls canal. The east-bound commerce passing through the United States and Canadian canals at the Falls of St. Mary amounted in 1896 to 12,737,062 net tons, while the west-bound tonnage was but 3,601,999. The difference in volume between the east and west-bound movements is not so great in the case of the business to and from Lake Michigan as it is in the case of the other lakes.

"In the early 60's the railroads began to make serious inroads into the flour traffic from Chicago, and during the eighth decade secured the lion's share of the business. Flour was the first heavy commodity of comparatively low value that the railroads carried in competition with the water lines. Railroads gained this traffic partly because shipment by lake to points not accessible to lake craft involved a trans-shipment, and flour could not by transferred with the same ease and facility as grain. In 1885 railroads carried almost seven-eighths of the flour shipped eastward from Chicago, while in 1896 they carried little more than three-fifths. The subject of lake rates is treated, and a great reduction shown in the cost of transporting a bushel of wheat from Chicago to New York. In 1857 the rate was 25.29 cents. During May, 1875, the difference in rates amounted to 10 cents, and with such a variation it is surprising that the railroads should have secured any wheat at all. With a fuller knowledge of the situation, however, this will be readily understood, for the published rates were not the real rates.

"In a general way the corn traffic has followed the same course as wheat. The railroads appear to have secured a considerable share of this business at an even earlier time than they obtained a large part of the wheat traffic. Since 1885 the lakes have regained much of the east-bound traffic lost in the earlier years, and in 1896 they carried more than six times as much corn as the railroads.

"During the war a large portion of the oats carried out of Chicago was taken by the railroads. For 1861 they amounted to only 1,492,507 bushels, while for the last nine months of 1864 and the first three months of 1865 they reached a total of 15,020,792 bushels. After the war closed the movement of oats by rail diminished somewhat, but shortly increased at a rapid rate, and in 1873 shipments by rail greatly exceeded those by lake. From 1873 to 1886 the railroads secured almost the whole traffic, and in some years left but an insignificant amount to the lake carriers. Since 1886 the vesselmen have re-entered the field for this business and now obtain a large portion of it, but the railroads still hold the larger share."

EASTERN FREIGHT REPORT.

Messrs. Funch Edye & Co., New York, in their weekly freight report to the RECORD states the following:

Our list of fixtures shows rather better numerical results than during the preceding week, the explanation for which may be looked for in the fact, that rather freer offering of tonnage caused the filling of a number of trades hitherto unprovided for. The list of grain charters show a number of relets affected, but this can hardly be regarded in the light of much new business developing, as they doubtless served to close up old sales, and this fact is most palpable in the lack of enquiry for larger tonnage to load on the berth for special ports. On the other hand, the good enquiry for tonnage from the River Plate acts as a bracer to owners' present demand for open tonnage, and, owing to the strained conditon of our grain markets, we fear a very dull range of freights is likely to prevail in the Northern ports for some little while to come. There has been some further chartering for cotton, about equally divided between the Gulf and Atlantic ports, but the enquiry is anything but pressing. There is only a limited demand for tonnage in the Far East, both here and at the cotton ports, whilst timber for steam remains dormant—some recent fixtures of tonnage requiring a fulfillment of contracts having advanced freights to a figure which, shippers, not similarly pressed, find it impossible to concede.

Sail tonnage remains scarce, and we have no particular change to report in rates in any direction. In consequence, however, of slight offerings, but few charters have been effected.

IN the year 1896 the United States attained the first rank as a producer of iron and steel, over all the nations of the world, and it would appear that the lead is never likely to be lost. Great Britain long held the supremacy because she was producing more coal than any other nation and producing it cheaper, but the United States has reached an equal footing and the competition in iron production is practically narrowed down to the cost of transportation. All the elements which go to make pig iron and Bessemer steel are found in closest proximity in Alabama, but the Great Lakes afford a means of transportation by which coal, iron ore and limestone may be assembled from a much wider territory at small expense. The benefit of the enlargement of the Sault Ste. Marie canal locks is immediately apparent when it is stated that the average weight of cargoes shipped from Two Harbors in 1896 was 2,777 tons net, while those of last year averaged 3,410 tons.

MARINE RECORD

ESTABLISHED 1878.

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CLEVELAND, O., FEBRUARY 17, 1898.

ONE of the most energetic officers of the Corps of Engineers, U. S. A., stationed on the lakes, is Major Clinton B. Sears, having headquarters at Duluth, Minn.

ERIE harbor is to be dredged again this summer and the expenditure of government money may last for a limited time, but, we would ask why not make permanent improvements in that locality?

THE labor troubles at the shipyards have about subsided, and work will again be in progress at its usual gait, very likely with a rush to make up for lost time. It is a question who benefits by labor disputes and strikes, but it is no query to find out who loses.

THE thanks of the RECORD are due to the Hydrographic Office, J. E. Craig, Commander U. S. N., hydrographer, for a copy of the chart containing the average times of the opening of navigation at places on the lakes with mean departure from the average of the yearly dates of the close of the ice season.

SENATOR FRYE has secured the passage by the Senate of a bill amending the navigation laws in important particulars affecting the coasting trade of this country. The bill is of general application, but is intended to prevent Canadian vessels from securing an undue share of the carrying business on the Alaskan coast and borders.

As long as rich and easily reducible ore may be raised with a steam shovel, as it is on the Mesaba range, and as long as the lakes and their connecting channels are deep enough to float large craft, the western iron producers have the inside track. The eastern furnaces are practically out of it and their mills are making wire and other manufactured products of the iron and steel obtained in the west and south.

IT was seriously announced in the daily papers this week that "the big shipowning companies are following more and more each year the practice of promoting mates and second engineers when vacancies occur. An official of several lines said they have found the practice especially advantageous of late among the engineers." In the name of common sense, who would they promote? Surely they would not get shoeblacks off the sidewalks, or promote green hands, when properly qualified officers are already waiting for advancement in the employ. Of course oilers make assistants, and assistants, chief engineers, while none other but mates make masters. What virtue, departure, pith or point was to be brought out by the foregoing announcement must be beyond the comprehension of even a novice at the business.

MORE LAKE STATISTICAL JUGGLING.

A weekly lake journal dealing more or less with the output and sale of iron ore and kindred trade subjects was recently requested by Denison R. Smith, secretary of the Toledo Produce Exchange, for an estimate of the value of all ships owned on the lakes. The answer from our verdant collaborator was $85,000,000, including new vessels under contract in shipyards. The figures were made up, it appears, from a summary of insurance values formerly placed on vessels in the Inland Lloyd's registry, with additions on the same basis covering a very large number of vessels, of which there is no record in the registers of either 1896 or 1897. Notwithstanding this, it appeared quite a simple matter to place an aggregate regular and methodical valuation, or at least a close estimate thereof on the entire lake tonnage.

This feature of placing valuations on a largely mixed tonnage, both as to trade and employment, class and construction is generally admitted as being a singularly complex question.

A few years ago the Treasury Department engaged a special expert to arrange a temporary graduated scale, whereby an approximate value of tbe United States tonnage might be ascertained, thus furnishing the statistical department with a feature never before entered upon. There are, however, so many conditions entering into this question of ship valuation that it is not only difficult, but almost impossible to arrive at positive figures, such as property on shore can be listed at.

We quote some recent transfers of vessel property in the United Kingdom (having none to report on this side of the Atlantic). An iron steamer 967 tons gross, 600 tons net, built in 1875 at $20 gross and $33 net tons, or full purchase price $20,000. Iron steamer 1,332 tons gross, 830 tons net, compound engines, $30 per ton gross or $50 per ton net, or in round figures $40,000 for the whole. Steel steamer 3,746 tons gross, 2,402 tons net, 5,800 tons deadweight, built this year at $50 gross and $75 per net tons. Steel steamer intended for the Klondike service, triple-expansion engines, built in 1890, was purchased at $80 per ton gross or $127 per net tons. Steel steamer 4,060 tons gross, 2,612 tons net, built in 1894, $50 for gross and $75 for net tons. A steel twin screw steamer 5,857 tons gross, 3,766 tons net, built in 1894 by Harland & Wolff, Belfast, for the Hamburg-American Steam Packet Co., sold for $85 per tons gross or $135 per ton net or in round figures $500,000. According to the foregoing it is seen that steam tonnage may vary in a similar market, as regards purchase price, from $20 to $85 per ton gross, or from $33 to $135 per ton net. We may further quote the case of a European shipowning firm having nine vessels, average age 13.33 years; original cost, $1,271,672; present valuation $450,000. In this instance the value of the gross registered tonnage has deteriorated from $75 per ton to $20 per ton. In a second instance three vessels owned by the same company, average age, 10.33 years; original cost, $384,125; present value on the books of the company, $171,750; thus in 10⅓ years the value on gross registered tonnage has been reduced from an original cost of about $90 per ton to $40 per gross registered ton, according to book value.

The estimated book value of the whole German merchant steam tonnage at the end of 1897 is put roughly at $75,000,000. If to this is added for iron and steel sailing ships an average value of $30.50 a ton, and for wooden ones $10 a ton, we have for 400,000 tons of iron sailing ships $13,000,000, and for 175,000 tons of wooden ships $1,750,000. The sailing fleet may, therefore, be valued at, roughly, $15,000,000. Adding the steam and sailing fleets together, a grand total of about $90,000,000 is obtained. It is to be remarked also that the German fleet consists of especially valuable material, inasmuch as it is continually adding new ships of the most expensive and modern types, so that although the German figures are known to be rather on the high side of the estimate, the tonnage owned on the lakes, including the latest contracts, just about equals the tonnage value of Germany according to the estimate given in the first portion of this article. And such are the later evolved lake statistics, nor until the U. S. government takes this work in hand can better figures be ascertained. The RECORD has tried for the past twenty years to be correct.

IT HAS now been discovered, through the Marine Record columns, that a lake shipyard, the Globe Iron Works Co., Cleveland, did launch more than 20,000 registered tons in a single year, and this too, several years ago, although it had been positively asserted by a contemporary that "no shipbuilding concern on the lakes has ever launched vessels aggregating 20,000 tons in a single year, even of the freight barge kind." The foregoing quotation is positive, there was no question about the statement of figures being more than probable, nor was it so, only that the RECORD challenged the shaky assertion, and had the proper credit brought to light according to the statistical data given in our files of current records of the time. We had of course expected that the record made by the F. W. Wheeler & Co. shipyard at W. Bay City, Mich., would have been taken into consideration and due credit given when the apology was made. But such was not the case, for the correction said, "One of the shipbuilding concerns of the lakes" and we are left to guess why the other "concern" was obliterated from the record of building over 20,000 tons of floating property in one year. This is perhaps a fair sample of the so called systematic collection of lake statistics gathered from unreliable sources since the construction of steel ships was entered upon on the lakes a few years ago. Other inaccuracies are contained in the correction. In asking to be excused for the blunder, and printing a half column apology including the names and tonnage of vessels launched by the Globe in the year 1890, the names Kayuga and Northern Star appear in the supposed corrected items on tonnage launched There were no boats built or launched at or about that time, or for several years either side of the given date, carrying such names, here is evidently two more errors to make excuses for. Furthermore, we were informed, and others who read the article were misinformed, that "the Northern Star is now sunk in deep water and that Lake Superior has the Northern Star," sunk by collision. Well, considering such a boat was unknown, she could not very easily have been lost, and then the Kayuga is with the usual statistical incorrectness located as being sunk through collision on Lake Michigan. Now, about the nearest name to the above is the Kaliyuga, but she is all right and still afloat, besides, she is a wooden boat built by Simon Langell, of St. Clair, Mich., in 1887. The Kasota, now the A. A. Parker, sunk through collision in Detroit River a few years ago is not the steamer alluded to either. We can have a third guess though, and after getting a sub-marine diver to scan his eye, in imagination, along the ground of Lake Michigan, we come across Capt. Jim Reid's masterpiece in wreck raising and find the Lehigh Valley Liner Cayuga well away to the northward on the lake bottom, which Reid expects to have safely in port this coming season. Prap's after all our guessing, the Cayuga is the craft meant. Cayuga we spell it.

SECRETARY of the Treasury Gage has just made a strong recommendation in favor of the collection of fuller statistics of the commerce of the lakes, rivers and canals. The recommendation refers especially to the commerce of the lakes, and the Secretary says:

"I cannot too strongly urge the expediency of making this commerce a subject of annual record and investigation. The statistics of railway transportation have become a recognized branch of the government statistical service, but the necessary complement, the movement of merchandise on the lakes, rivers and canals has been neglected. I believe the time has come when they (the influences of lake commerce) should be made subject to official record in order that they may be intelligently studied and directed so as to produce the highest benefits to the industrial and commercial interests of the United States."

What Secretary Gage says is true. It has only been within the past decade that it has been necessary for members of Congress to have a knowledge of the importance of the commerce of the lakes or its needs in the way of large appropriations, or, rather, since the advent of iron and steel vessels, although the Lake Carriers' and Cleveland Vessel-Owners' Associations, as well as the MARINE RECORD, had kept lake interests prominently before Congress. But they are getting still more light on that subject, and if the secretary's recommendation is adopted much valuable and positive information will doubtless be furnished to government officials.

CONGRESSMAN BRUCKER, of Saginaw, Mich., is making a strong effort to secure a deep channel for Saginaw. He is of the opinion that the Saginaw river should be dredged to a uniform depth of 20 feet from its mouth to Saginaw, and has a bill before Congress for an appropriation of $200,000 for that purpose. But there are others with claims equally as pressing, a number of which are already fore-doomed.

Official notice has been issued by the Canadian government that instead of a single light at Port Elgin, on the east shore of Lake Huron; there are now two pairs of range lights, so arranged as to lead into port through the deepest channel.

LUMBER CARRIERS ORGANIZE.

The Lumber Carriers' Association held its first annual meeting in Detroit this week. The following officers were elected: President, A. W. Comstock, Detroit; vice-president, Alvin Neil, Port Huron; secretary, A. A. Carpenter, Port Huron; treasurer, Edward Reister, Tonawanda.

Various projects were offered covering the freight rate situation and the organization's management. It was decided to appoint a committee to go through them all and make a composite report. The committee appointed consisted of Mr. Comstock, chairman; A. C. McLean, of Saginaw; H. E. Runnels and W. E. Rice, of Port Huron; Messrs. Reister, Fletcher and Smith.

The first important matter before the meeting was the consideration of the report handed in by the freight rate committee. Secretary Carpenter read the report by sections, and each point was carefully discussed. The report is in substance as follows:

"We, the undersigned owners or representatives of vessels engaged in the lumber carrying trade, desire to organize into an association to protect our interests by establishing a minimum freight rate for the carrying of lumber from port to port on the Great Lakes, the organization to be known as the Lumber Carriers' Association."

These rates were then determined upon as the minimum to be accepted during the season of 1898:

Lake Huron and Georgian Bay to Ohio ports, $1.25.

Lake Michigan ports to Ohio ports, $1.37½.

Soo and White Fish Point to Ohio ports, $1.37½.

Above White Fish Point to Portage to Ohio ports, $1.50.

Above Portage to Ohio ports, $1.62½.

Rates to Buffalo and Tonawanda shall be 12½ cents advance on rates to Ohio ports. These rates are based on white pine and Norway boards including piece stuff not over 6 x 6 and 18 feet in length.

All dry piece stuff over 18 feet in length to be 12½ cents above the above rates.

Lath estimated as five to one of lumber.

Shingles, 18-inch pine and cedar, six to one of lumber and 16-inch pine and cedar eight to one of lumber.

Four-inch strips, shorts and mill culls, 25 cents extra.

All pine and hemlock timber 6x8 to 10x10 inclusive, 25 cents extra; all over 10x10, 50 cents extra. All one and two-inch hemlock lumber, including 6x6, and not more than 18 feet long, 12½ cents extra.

Mill culls and scoots, piled separate in lots of 50,000 feet and upwards, 12½ cents extra.

Basswood, 12½ cents extra.

Hardwood lumber, all kinds, 75 cents extra.

Lumber going to Bay City and Detroit, same as Ohio ports. All Lake Superior points to Chicago to be 12½ cents over the Buffalo rate.

These rates are to remain in effect until September 1, and then advance 12½ cents per thousand for September, and 12½ cents for October, and 25 cents for November.

No vessel belonging to the association shall take lumber from any dock when such lumber is located more than a distance of two piles back from the dock front; and when lumber has to be lowered from high piles over platforms, 25 cents per thousand over established rates shall be charged for all lumber so lowered.

Annual meetings of the association are to be held at a time designated by the executive committee; and to be called at nearly the same date and place as the Lake Carriers' Association meeting.

Special meetings are to be called upon the request of one-fourth of the tonnage represented in the association. Disputes shall be handled by the executive committee, whose decisions will be final. Members owning steamboats must agree not to tow any boat not in the asssociation.

It was decided that if any owner withdraws from the association after joining at the opening of the season, he forfeits what he has paid in.

Any member who may now have contracts for carrying lumber at a lower figure than the rate established as a minimum, he may carry it out, but make no renewal.

The annual dues of members were fixed at 5 cents per net ton, with a provision of raising it to a figure not exceeding 10 cents per net ton, in case of great emergency.

The articles of association are to become operative when 60,000 net tons have signed the membership list.

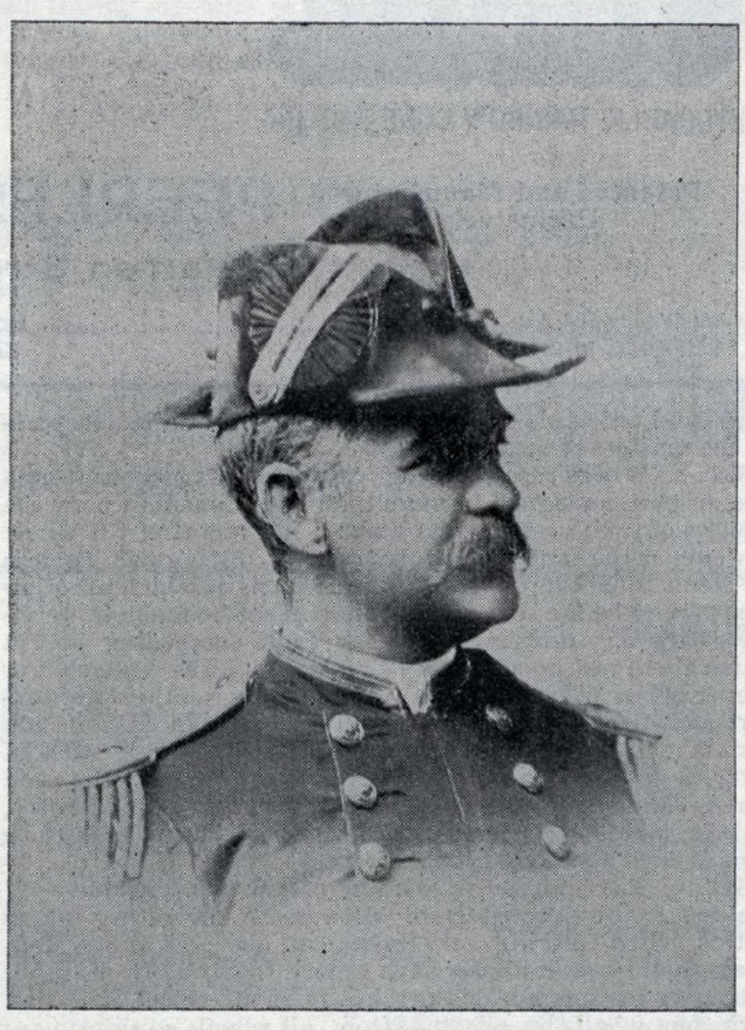
Several amendments were offered and adopted, and one of them caused a heated discussion. It was to the effect that all charters must be made through vessel brokers. Most of the owners declared that when a block of lumber was offered them at the established rate, they did not propose to be compelled to pay a commission to the vessel brokers before being allowed to accept it. The heaviest tonnage holders, such as Neal, Gilchrist, Boutell, Mitchell, Blodgett and Kelly, said they were opposed to such a provision. The vote by which the amendment carried will probably be reconsidered and a modified form substituted, whereby it will be optional with the vessel owner contracting through the broker. Although there was over 92,000 tons represented at the meeting, the required tonnage to form the association is placed at 60,000 tons.

A committee of five will report upon salaries to be allowed the officers during the ensuing year.

Among the prominent vessel owners, agents and lumber producers present were John Connolly, Edward Smith and J. J. Boland, Buffalo; C. R. Jones, C. J. Gilchrist and Alfred Mitchell, Cleveland; A. M. Carpenter, P. H. Phillips, W. E. Rice, H. E. Runnels, L. L. Slyfield, D. M. Sinclair, J. W. Manel, Thomas Currie and Alvin Neal, Port Huron; Charles Beyschlag, J. W. Hannaford and Charles Recor, St. Clair; H. J. Kimball, Marysville; W. S. Roberts, John Jenkins, John Balfour, R. Bell and M. Sicken, Marine City; E. Reiter, Tonawanda; Fred Kirker and Lafe Sullivan, Toledo; A. W. Comstock and F. W. Fletcher, of Alpena and Detroit; C. H. Wicks, Duluth; O. W. Blodgett, W. H. Sharp and T. F. Madden, of Bay City.

SINKING OF THE U. S. S. MAINE.

Lying quietly at anchor in the land-locked bay of Havana, Cuba, the U. S. S. Maine was silently sent to the bottom on Tuesday night, about ten o'clock.



LIEUT. GEORGE P. BLOW, U. S. N.,
Of the late U. S. S. Maine.

Capt. Sigsbee, who made a tour of the lakes in 1896, as Hydrographer, U. S. N., and became acquainted with a number of owners and masters, was in command. Lieut. George P. Blow, who opened and conducted the first branch hydrographic office on the lakes, and was stationed at Chicago for three years, was a lieutenant of the Maine. We reproduce in this column his photo.

BUFFALO FORGINGS.

Some large forgings are being completed at the Delaney Forge & Iron Co.'s works, Buffalo, for the new steel steamer building by F. W. Wheeler & Co., at West Bay City, for the Bessemer line. This steamer is to be the largest on the lakes, being 475 feet length over all. The stern frame being forged from solid steel will weigh 15,000 pounds, and the rudder-post 10,000 pounds. The firm is also forging rudders and stern frames for two 450-foot barges, also being built at West Bay City.

Among other work being turned out are the forgings for the Western Transit Co.'s boat building at Wyandotte, and also for four boats building on the Pacific coast for the Yukon river trade. The new shoe for the City of Traverse, which was injured upon the bar at St. Joseph where the City of Duluth was made by the Delaney Co. and was lost, was forged and loaded upon the car for Chicago within 24 hours after the order was received by the Delaney Forge & Iron Co.

A NEW LAKE AND RAIL LINE.

The Canada Atlantic Railway, which for more than a year has spanned the Canadian province of Ontario between Lake Huron and the St. Lawrence river, has determined to enter the field of transportation by chartering a fleet of steel steamers this season.

The new line will push its first steamer through the Straits of Mackinaw on the day that navigation opens. Chicago will be a vantage point in the Canada Atlantic plan of transportating freight. A fleet of steamers will also ply between Parry Sound and Duluth, tapping the northwestern grain country and offering battle to all the lake and rail lines now in the carrying trade. Milwaukee, Escanaba and Grand Haven on the Chicago route, Port Arthur on the north shore of Lake Superior, and Marquette on the south shore will come in for the lower rates which the opening of the Canadian line will cause, if shippers' predictions are to be believed.

Canada Atlantic steamers, after they pass from Lake Superior, will make a terminal point at Parry Sound, Georgian Bay. The course across Georgian Bay will save three days and 339 miles of sailing, scaling the 889-mile trip from Chicago to Buffalo down to 550 for the Parry Sound route. From Parry Sound to tidewater at Montreal, the overland trip is seventy miles shorter than the corresponding distance from Buffalo to New York.

The port of Parry Sound now boasts of an elevator with a capacity of 1,000,000 bushels, with large freight-houses, yards and sidings. Though Montreal is really the Canadian terminus of the road, most of the grain will be put into the big 1,500,000-bushel elevator on Clark's Island, thirty miles above, and lightered down to tidewater, thus saving twenty per cent. of the harbor charges Montreal imposes on freight.

Freight for New England points will be shipped to Swanton, Vt., and there delivered to any one of the railways that diverge to Boston, Portland, St. John, N. B., and other east-shore points. At Valleyfield, just across the American border, the New York Central crosses the Canada Atlantic line, and puts New York among the possibilites for the new line.

It has been reported that the George N. Orr, the Arthur Orr and the Linn, the new steel steamer now under construction at the yards of the Chicago Ship Building Co., South Chicago, for the Elphicke and Orr line, had been considered as good vessels to charter by the Canada Atlantic line.

FUNNEL SHROUD COMPENSATORS.

A funnel shroud compensator has been invented and patented by Messrs. List and Munn, and manufactured by the firm of Bullivant and Co., 72 Mark Lane, London. Owing to the high funnel temperature on steam vessels, the range of expansion of the funnel is very great, and it is not infrequently the case that ordinary shrouds are either kept at a very high tension or are loose, the latter being often the condition, since the shroud is fitted when the steamer is in port, and then stretch when steam is raised. The result is a working of the funnel, especially in storms, in which the safety of the smokestack is unnecessarily imperilled. This shroud compensator obviates the slacknesss of the funnel shrouds, and when once set up with the funnel cold, no further attention to the shrouds is required, as the compensators automatically allow for the increased height of the funnel, due to expansion of the metal, when the vessel is steaming or in very hot weather. The funnel shroud compensator consists of three sheaves with a strong spring, by means of which the increased height of the funnel is at once compensated for. With heavy rolling, no swaying of the funnel takes place, as the shrouds are all taut, while at the same time the friction of the wire ropes round the sheaves of the compensators effectually prevents jerking on the springs, and at the same time the risk of breaking the shackle eyebolts in the funnel is greatly minimized.

The compensator has been thoroughly tested by use at sea, and has proved most successful, and has been fitted on several steamships.

The across-the-lake lines have recently made a cut from 18 cents to 15 cents per 100 pounds in order to meet the cut made by the railroads out of Chicago. The freight rates are in as confused a condition as before the tariff adjustment.

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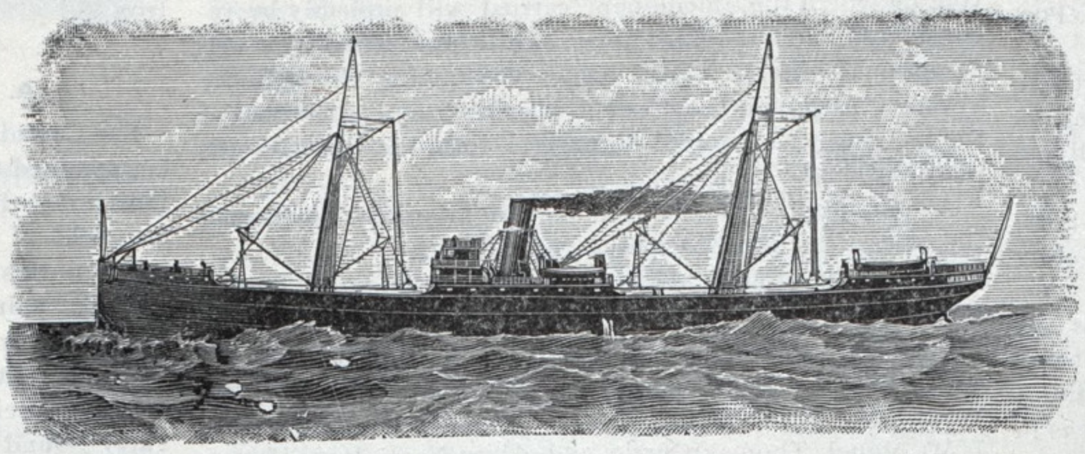

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TO AN OLD SHIP'S FIGURE-HEAD.

You tasted the brine through the Viking years,
And gazed wild eyed on the lifting flood,
With the measureless song of the sea in your ears—
Her pulse in your blood.

And now from the corner of this old room,
You gaze wide eyed at the curtain'd wall,
Where the wood lice tick all day in the gloom,
And the shadows crawl.

Behind that forehead, all brown and scarred,
Do dreams of the wind mad sea still move?
Dream on, for the harbor mouth still is barred
'Twixt you and your love!

—Theodore Roberts, in Munsey

CANADIAN COASTING REGULATIONS.

SECTION 1. Foreign vessels may transport cargo and passengers from a foreign port and land the same at two or more Canadian ports, clearing from each in succession until all of said cargo and passengers are landed.

SEC. 2. Foreign vessels may take cargo and passengers from two or more Canadian ports and transport the same to a foreign port, clearing from each in succession, but taking final clearance for such foreign port at the last Canadian port which they enter on such voyage.

SEC. 3. Foreign vessels shall not take freight or passengers at one Canadian port and land the same at another Canadian port, and the master or owner of any vessel found to have violated this rule shall be subject to a penalty of $400 for each such offense, and the vessel may be detained until the same is paid.

SEC. 4. Foreign vessels bringing cargo or passengers from a foreign port may, after landing the same, be permitted to clear light to another Canadian port for the purpose of loading cargo for a foreign port, and may clear from port to port to complete such cargo, taking final clearance as above.

SEC. 5. Foreign vessels may tow other vessels or things from a foreign port to a Canadian port; but if they drop or part from any such vessel or thing in Canadian waters, they shall not again take such vessel or thing in tow for the purpose of moving the same further in Canadian waters.

SEC. 6. Foreign vessels may tow other vessels or things from a Canadian port to a foreign port, but having parted from such vessel or things, or any of them, in Canadian waters, they cannot again take such vessels or things in tow to move them further in Canadian waters; but this and the preceding rule are not to apply to an accidental parting of such vessel by breaking hawser or other temporary damages.

SEC. 7. Foreign vessels shall be entitled to the foregoing privileges only on condition of strict compliance with the provisions of the "customs act," respecting reporting inwards and outwards on entering and leaving Canadian ports by the masters of such vessels.

SEC. 8. Where vessels bring cargo or passengers from a foreign port consigned to more than one Canadian port, the masters of such vessels must make a full report of the whole contents at the first port of entry, and distinguish therein the items to be there landed and the ports at which all other items are to be landed. Such report must be made in duplicate, with an additional copy for each succeeding port at which there are goods to be landed, and the collector or proper officer of customs shall mark each item in such report with the entry number, if entered, and in case of any item landed and placed in sufferance warehouse without entry, it shall be marked with the letter "L" in the said report; duplicate copies to be filed at said first port of entry, and the others to be carried with the vessel, and one to be filed at each succeeding port of entry.

SEC. 9. As required by section 112 of "the customs act" the fee to be exacted from all vessels navigating inland waters, when entering or clearing at any port above Montreal, shall be 50 cents for each report inwards, or clearance outwards, irrespective of the tonnage of the vessel, and that such fees shall be exacted from all vessels so entering or clearing, except vessels holding coasting licenses, and that all orders or regulations inconsistent herewith shall be rescinded. (O. C. 22d May, 1889.—Memo. 295 B.)

SEC. 10. For any violation of the requirements of these rules the master or owner of any such vessel shall be subject to a fine of $400, or such other fine or penalty provided by the said act as may be applicable to the case, and the vessel may be detained until such fine or penalty is paid.

TREASURY DECISIONS RELATING TO NAVIGATION LAWS.

NAVIGATION YUKON RIVER—CANADIAN COASTING REGULATIONS.

American vessels, assembled at the head waters of the Yukon river may carry cargo and passengers to Circle City and other places in Alaska—Canadian regulations for foreign vessels proceeding coastwise, etc.

TREASURY DEPARTMENT, FEB. 5, 1898.

To the Collectors of Customs and others:

This department is advised by the Canadian authorities that small American river steamers may be carried in sections from Dyea or the Stikine river to the head waters of the Yukon river, to be assembled there free of Canadian customs duty, and may carry cargo and passengers from customs stations at those head waters to Circle City and other places in Alaska. Such steamers cannot engage in the coasting trade from one place to another in Canadian territory. The stations to be occupied by Canadian customs officers at the head waters of the Yukon are not yet fully determined, and their establishment will to some extent be contingent on the business to be done. Parties sending such steamers across to the Yukon can, however, be advised more definitely on applying to the customs department of Canada at Ottawa and giving specific information as to the points of departure, etc., on the head waters of the river.

In navigating the Yukon river in Canada the usual Canadian customs regulations are to be observed. These permit only vessels of British registry to carry passengers and cargo from one place in Canada and land the same at another place in Canada. If the river steamers transported into the Yukon have American registers, they may clear with passengers and cargo from a customs station on the Yukon in Canada for ports in Alaska and vice versa. In cases of emergency, pending the receipt of registry, a clearance, may, however, be granted to any of these steamers without certificate of registry on board for the first voyage down the Yukon to Alaska, but not for a subsequent voyage.

O. L. SPAULDING, Assist. Sec'y.

CERTIFICATE OF DEPOSIT OF REGISTER.

Master of a foreign vessel must produce to collector of customs a certificate from the proper foreign consular officer that her papers have been deposited with him.

TREASURY DEPARTMENT, Feb. 5, 1898.

SIR: This department is in receipt of your letter dated the 1st. inst., inquiring whether the master of a foreign vessel which clears within 48 hours after the time of entry must produce to the collector of customs a certificate from the consul or vice-consul of the nation to which the vessel belongs, that her papers have been deposited with him.

Section 4209, Revised Statutes, seems to contemplate the production of a certificate from the consul under the circumstances you mention.

You will be governed accordingly.

Respectfully yours,
O. L. SPAULDING, Assist. Sec'y.

Collector of Customs, Norfolk, Va.

THE United States proposes to pass an ironclad law restricting to very narrow limits immigration from foreign lands. We have more immigrants now than we can properly assimilate, in the judgment of those who advocate the law. Meantime Canada is taking energetic means to obtain immigration. Agents of the Dominion government, and especially of the Canadian Pacific railroad, are in Kansas endeavoring to influence farmers to quit the Grasshopper State and migrate to Canada. Saskatchewan, Alberta and Assiniboia are crying for our farmers and stretching out their arms. To those who will go the Canadian government offers, it is said, free transportation, admission of goods duty free and a 160-acre homestead in the bargain.

AN AUTHORITY ON MARITIME AFFAIRS.

"The interest of America in Sea Power, Present and Future," is the title of Capt. Mahan's most recent work on naval history, and it appears with special timeliness just now, inasmuch as three of the essays which the book contains have a direct bearing upon questions which now engross public attention and which are now pending in Congress in some form or other. These essays are: "The United States Looking Outward," "Hawaii and Our Future Sea Power," and "The Isthmus and Sea Power."

These three essays constitute an argument in favor of a stronger and more assertive attitude on the part of this nation in its diplomatic affairs. In the course of the argument Capt. Mahan asserts that the United States, despite its traditional policy of isolation, is not exempt from attack, and cannot hope to take an active part in the world's commerce without incurring the risks which necessarily follow this participation in international affairs. The measures which he recommends—the annexation of Hawaii, the control of the Nicaraguan canal and of certain important points of vantage on both approaches to the isthmus—are designed not as measures of offense or of aggrandizement, but of defense. The securing of the Hiwaiian group, in Capt. Mahan's opinion will be a great measure toward insuring to the United States its rightful influence in the trade and commerce of the Orient, while at the same time it involves the protection of the Pacific coast. Naval power is more or less dependent upon bases of communication and supply, and were the Hawaiian islands to be secured to this nation the naval force of a hostile power would be seriously hampered in its effort to attack the western coasts, even if the inability to get a coaling station and base of supplies did not make it impossible to reach San Francisco, or other vulnerable points in condition for fighting.

This author's remarks on the subject of the Nicaraguan canal are also highly suggestive and of peculiar value just now, when Congress is being asked to do something to secure for the United States the control of this important waterway. That the canal must be made, sooner or later, is frankly recognized by Capt. Mahan and by other auth rities. The question is as to what this nation shall do to acquire for itself the control of the greatest of artificial waterways.

THE SHAW AND SPIEGLE PATENT STEAM TOWING MACHINE.

This machine, manufactured by the American Ship Windlass Co., of Providence, R. I., has developed such wonderful results in practical use that the number of machines in use is continually increasing, and the people who have used the machines the longest and have the most in use are still ordering others. As soon as it has been thoroughly tested by a towing company, if they are operating other tows they see the necessity of ordering more of these machines. Thirty-six of these machines were in use up to a few months ago, when the latest list was recorded.

Since that time the American Ship Windlass Co., has sold and delivered one machine to the New York, Philadelphia & Norfolk R. R. Co., two to Capt. James Davidson, W. Bay City, and one to the Globe Iron Works Co., Cleveland, all of these parties having previously ordered these towing machines. There are now under construction five more towing machines, two for the Bessemer Steamship Co., Cleveland, which already have seven of these towing machines in operation; one for the steel barge building by the American Steeel Barge Co., W. Superior, Wis., for the Minnesota Steamship Co., making the sixth machine for the Minnesota Steamship Co.; one for the Philadelphia & Reading Transportation Line, for the new tug they are having built, making the fifth machine for them, and one for the new tug building for the J. B. King Transportation Co. An order has also been received this week by telegraph for a steam towing machine to be shipped to Esquimalt, B. C., for a large, powerful tug boat building at that port for use in Puget Sound and off shore work.

WANTED.

Wanted to charter for next season, passenger boat bewteen 70 and 100 gross tons, allowed about 45 regular passengers and excursion permit of about 125. Boat suitable for shore run 80 miles round trip. Route all right, been worked two seasons. Address box 20, care of Marine Record. 7-12.

A bright young miss heard a letter read from her uncle, who took a trip to Honolulu on a sailing vessel, and enjoyed it immensely, but did not especially like the fact that two hundred head of hogs formed a part of the cargo. He also wrote that the passage was delightful, except for one heavy sou-sou-west gale encountered. "No wonder they encountered a sow sow west gale," said the demure little dame, "with two hundred hogs on board."

PROPOSALS.

PROPOSALS FOR DREDGING.—U. S. Engineer Office, Duluth, Minn., January 31, 1898. Sealed proposals for dredging in Portage Lake Ship Canals, Keweenaw Point, Mich., will be received here until noon, February 28, 1898, and then publicly opened. Information furnished on application. CLINTON B. SEARS, Major, Eng'rs. 5-8

PROPOSALS FOR CONSTRUCTING LOCK AND APPROACHES.—U. S. Engineer Office, Custom House, New Orleans, La., Feb. 16, 1898. Sealed proposals for constructing lock and approaches for improving Bayou Plaquemin, La., will be received here until 12 o'clock noon, April 15, 1898, and then publicly opened. Information furnished on application. Jas. B. Quinn, Major, Eng'rs. 7-10.

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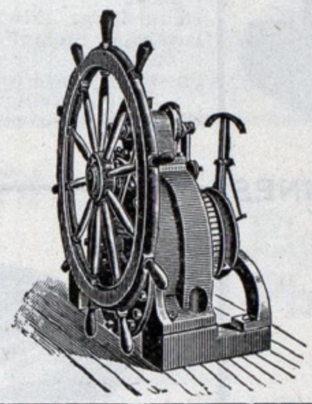

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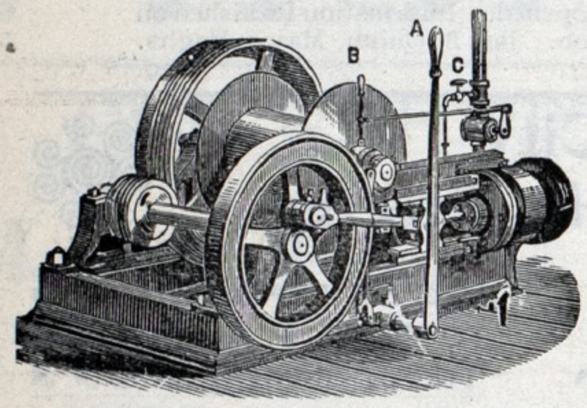

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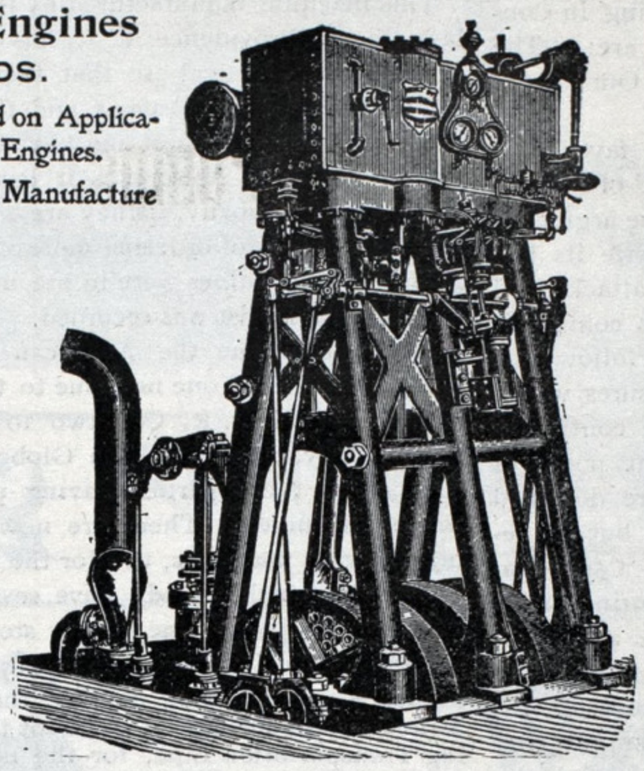

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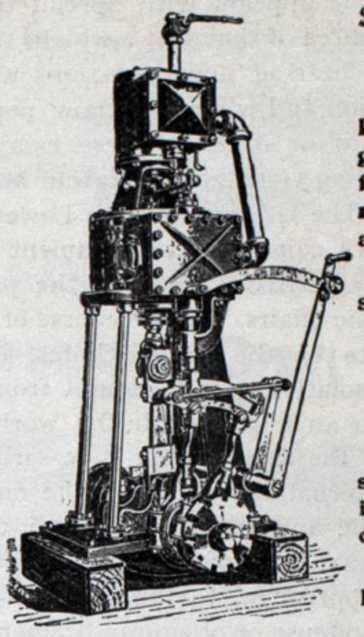

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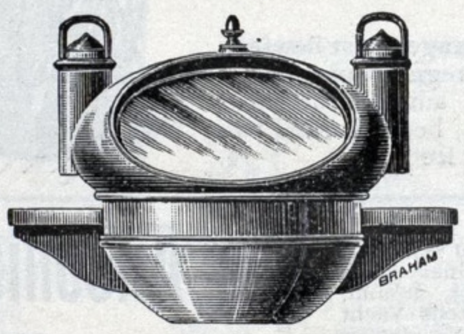

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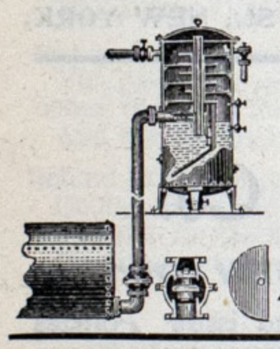

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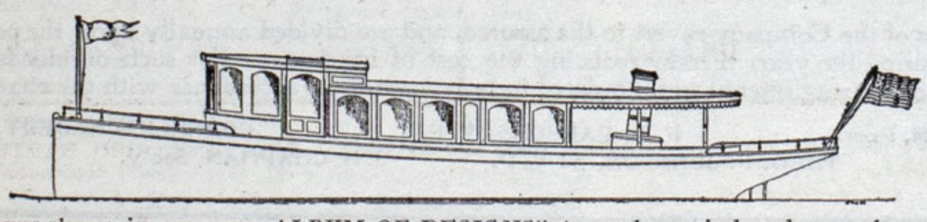

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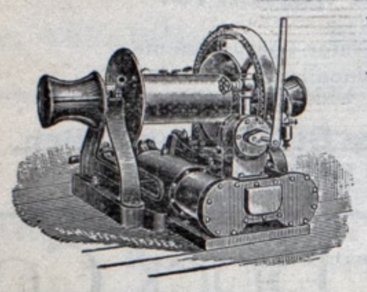

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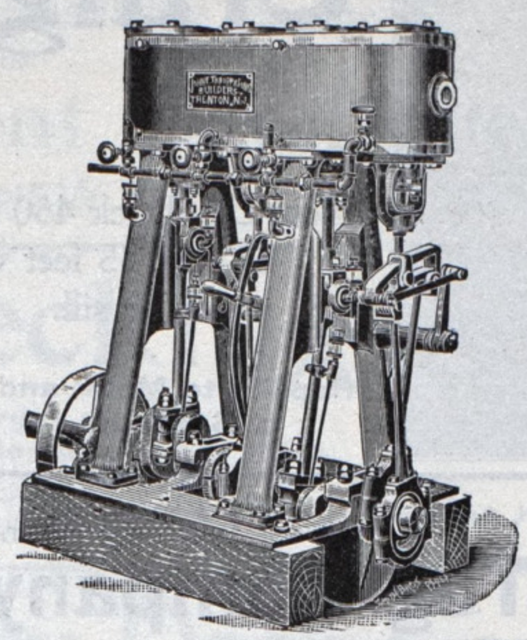

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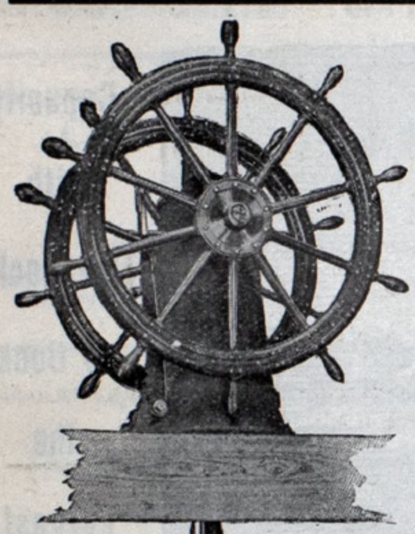

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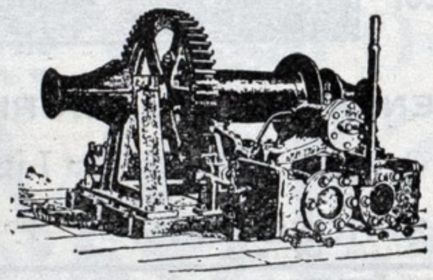

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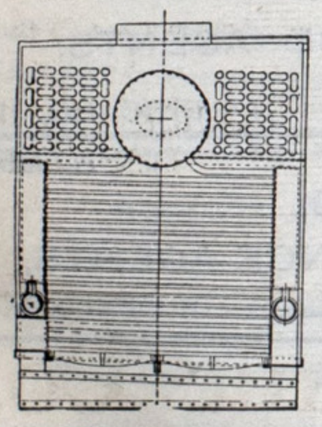

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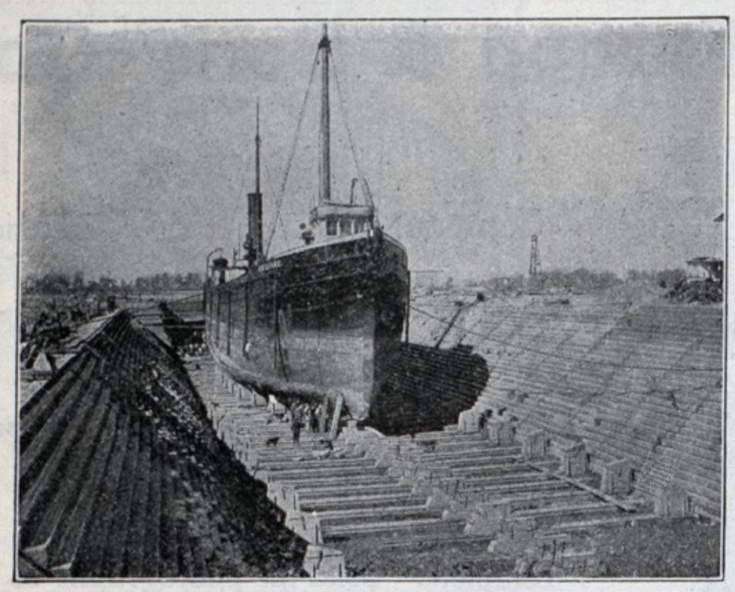

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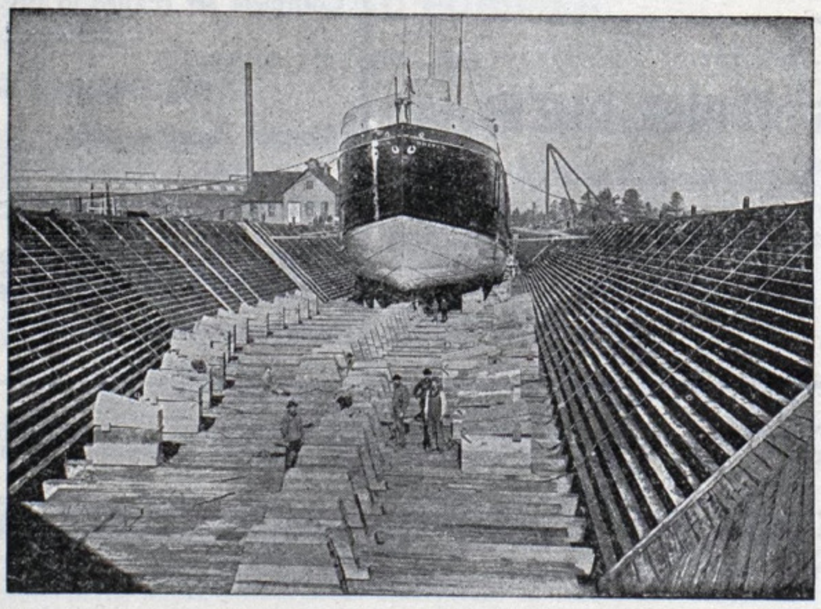

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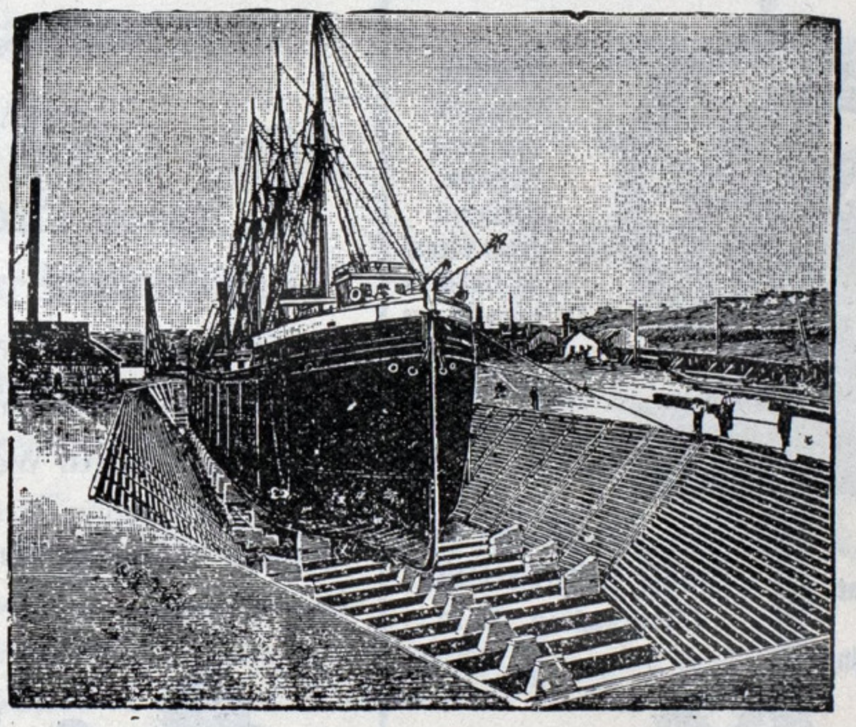

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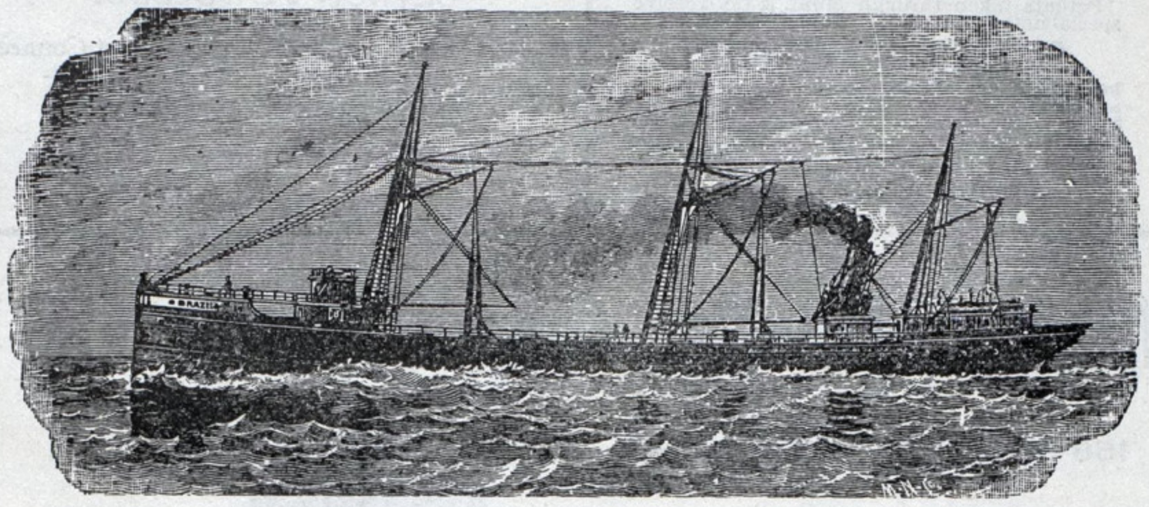

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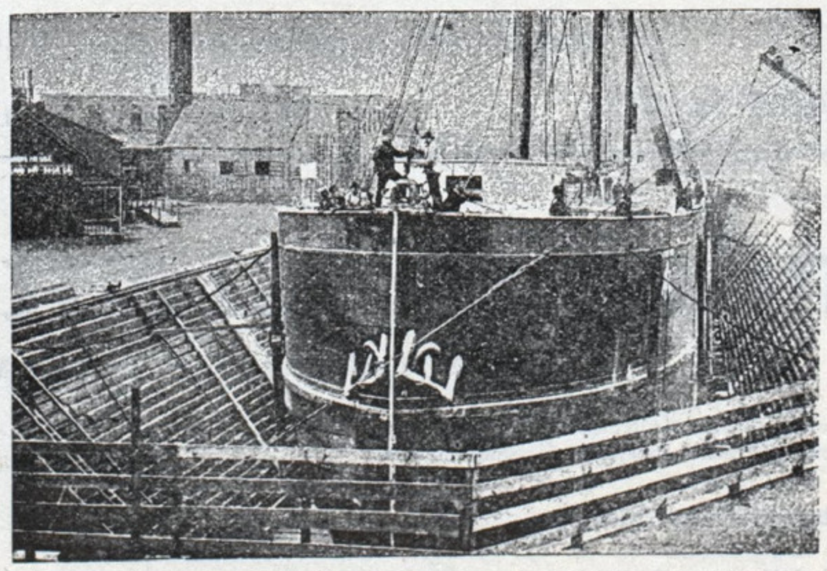

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Pittsburg Special	† 8 05 am	† 7 00 am
New York & Pittsburg Local	* 9 00 am	* 7 40 am
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Pittsburg Flyer	* 3 00 pm	*12 30 pm
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Night Express	*11 15 pm	* 9 30 pm

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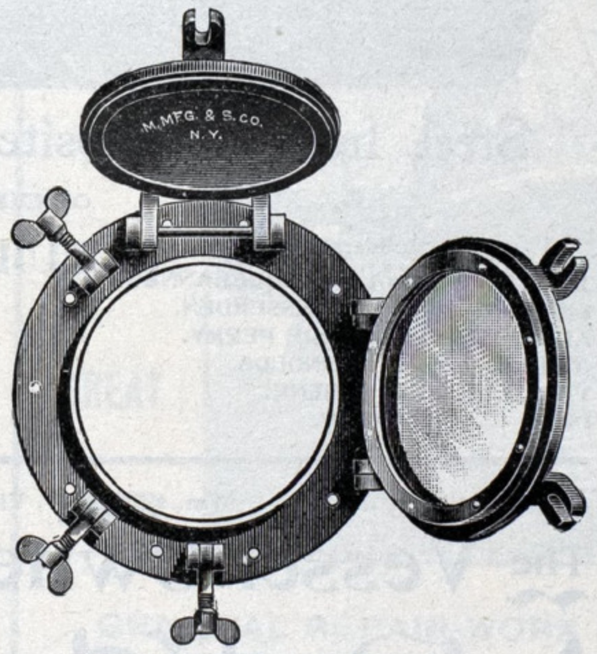

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